THE EVENING TELEGRAPH.

VOL. XV.—NO. 153. PHILADELPHIA, THURSDAY, JUNE 29, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

TROCHU'S DEFENSE.

The History of September 4—Address Before the National Assembly.

The following interesting facts, hitherto unknown, were brought forth recently by General Trochu in his account of the defense of Paris. After referring to the accomplishment by the Prussians of the turning movement, which he dreaded and anticipated, General Trochu said:—

"The following day, August 17, the Emperor summoned the generals to a conference, which I attended. And here begins an unknown chapter in the history of the siege of Paris. It may be necessary to say that I will not mention a single fact for which I have not living witnesses or written proofs. There were present at that conference the Emperor, Prince Napoleon, Marshal MacMahon, General Bertault (in command of the Mobiles of the Seine), General Schmitz (chief of the staff of the 12th Corps), and myself. I think that while the conference was in progress, General de Courson (prefet du Palais) came into the room and remained. The Emperor asked this little council of war what they thougat of the state of affairs, and what was the best thing to be done. Unanimously, and through the channel of Prince Napoleon, who spoke first with the greatest firmness, and also through me, the council expressed itself in the following textual terms:—'The Emperor has abandoned the Government by going to take command of the army at such a distance; his Majesty has just abandoned the command of the army and given it to Marshal Bazaine. He is alone at the Camp of Chalons without any army; *de facto* he has abdicated both the Government and the command. Unless his Majesty wishes to abdicate altogether he is bound to resume either the Government or the command of the army.' His Majesty acknowledged that this statement was in conformity with facts. The council added that it did not think it possible for the Emperor to resume the command of the army, and therefore that the only course was to resume with a firm hand the reins of government. This view met with the Emperor's approbation. Prince Napoleon added that, in order that the Emperor should resume the reins of power in safety, his intention should be notified to the Parisian population by a general officer, who should precede him and take military and moral precautions to prepare the public for his Majesty's arrival. Turning towards me, the Emperor asked me would I undertake that mission. I replied:—"Sire, in the situation so full of peril in which the country finds itself, a revolution would hurl it into the abyss. All that can be done to avoid a revolution I will do. You ask me to go to Paris to announce your arrival, and to take the command-in-chief. I will do all that, but on the clear understanding that the army of Marshal MacMahon will become the army of relief for Paris, for we are sure to be besieged.' The Emperor acquiesced. Marshal MacMahon had previously declared that that was precisely the duty his army had to fulfil. This conference broke up at 11·30, after agreeing to a kind of convention couched in these terms:—'General Trochu, appointed Governor of Paris, and Commander-in-Chief, will immediately start for Paris; he will precede the Emperor by a few hours. Marshal MacMahon will march on Paris with his army.'

"That night, gentlemen—the night from the 17th to the 18th—I arrived at the Tuileries, and waited on the Empress Regent. I found her full of firmness, full of courage, but excited, and distrusting me. (Sensation.) 'General,' said her Majesty—I quote her words textually—'only the Emperor's enemies could have urged on him this return to Paris. He would not reach the Tuileries alive.' 'Madam,' I replied, 'am I, then, one of the Emperor's enemies? I, with Prince Napoleon, Marshal MacMahon, and all the Generals who took part in the conference at Chalons, contributed to cause the return of the Emperor as an act of firmness and manhood, calculated to prevent a revolution. I have accepted the mission, full of danger for myself, and which certainly my precedents did not enable me to foresee, to come and notify the Emperor's return to the population of Paris. The army of Marshal MacMahon is marching on the capital, and a government of defense is about to be formed to save the country in the frightful crisis in which it finds itself.' 'No, General; the Emperor shall not come to Paris; he will remain at Chalons.' 'But then, Madame, the convention in virtue of which I have come here is no good. The Emperor sends me here to defend him, and he does not follow me!' 'You will defend Paris; fulfil your mission without the Emperor.' And, in fact, gentlemen, I had long felt an ardent desire to defend Paris. I was determined to shrink from no sacrifice to do so. I, therefore, replied, 'Very well, Madame. I will defend Paris without the Emperor; I have brought with me the proclamation in which I desire to make known to the population that I have been appointed Governor and Commander-in-Chief during the siege. That proclamation begins thus:—"In presence of the peril that threatens the country, the Emperor has appointed me Governor of the capital in a state of siege." The Empress here interrupted me. 'General, the Emperor's name must not appear in a proclamation at a time like this.' 'But, Madame, I represent the Emperor. I said that I had come here to defend him. I cannot address the population of Paris without referring to the Emperor, and saying that it is by his orders I have undertaken the defense of the capital.' 'No, General. Believe me. In the present state of the public mind there would be serious objections to allow this reference to the Emperor.' The name was struck out."

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"In the morning I went to the Tuileries. I saw the Empress Regent surrounded by many anxious persons. She herself was perfectly calm. I addressed to her these few words:—'Madame, the hour of great dangers has arrived. Strange things are taking place here, but this is not a time for recrimination. I remain at my post, but be assured that the crisis is a serious one, and what I said at the Council the other day will prove strictly true.

"I received neither from the War Office nor the Tuileries any order, news or notice of any kind. About one o'clock in the afternoon I saw General Lebreton, the questeur of the Corps Legislatif. I see him here, and he can correct me if my memory proves deceitful. He told me:—'General, the peril is at its height; there is a tremendous crowd on the quay about to break into the house—the troops have allowed the mob to break through their lines. You alone, by a personal effort, may perhaps stave the danger off.' I replied, 'General, I am the victim of an unprecedented situation. In fact, I have no command; I did not order the troops you mention to be posted where they were.' Here, gentlemen, I beg to say that I am thoroughly convinced that if I had been in command the case would have been precisely the same. (Applause.) I mean to say that I was the victim of a combination, which has given rise to the abominable rumors that have been in circulation about me, and which I should scorn to notice save before my real judges—that is, this Assembly. (Applause.) But to proceed. I told General Lebreton, 'Look here, General, you want me single-handed to stop the advance of half a million of men who are surging up towards the Assembly; and yet you must know as well as I that it cannot be done; but as you make the demand in the name of the Corps Legislatif, I will attempt the effort, though I am well assured of its failure.' The Hotel de Ville itself was filled with so dense a crowd that it was only by devious ways that I was able to reach a closet, about four times the size of this tribune, in which the Provisional Government had stationed itself by the light of a solitary lamp. I didn't know whether the men I saw there for the first time—with the exception of M. Jules Favre, whom I had seen during the day—were really usurpers, vultures soaring down on power as a prey; but they did not look like it. I felt that they and I were exposed to a great peril. One of them said, 'General, in this formidable crisis we are especially anxious that the Government should not fall into the hands of the people in the next room. (Sensation.) Just now, taken aback by the suddenness of events, they are assembled, but they are not yet armed; but they will be to-morrow. If you consent to be Minister of War of the Provisional Government to morrow, the officers and soldiers in Paris will gather round your name, and there will be some means of enforcing the measures that must be taken for the preservation of order in Paris.' I replied, 'Before making up my mind it is my duty to go to the War Office and acquaint the Minister, who is my chief, of what is going on here." I went, and found General Palikao in his office a prey to intense grief; he thought that his son, a clever young officer, had been killed at Sedan. On this occasion he received me with the greatest cordiality. 'General,' he said, 'the revolution is *a fait accompli;* if you don't take the direction of affairs it is all up with us. If you do, probably the result will be all the same (sensation), but the soldiers will rally round you.' I returned to the Hotel de Ville, where I found the Provisional Government had received during my absence an addition to its numbers in the person of M. Rochefort. (Ah, ha! and prolonged laughter.) I told the Provisional Government, 'If you want me to be of any use at this fearful crisis, I must be at the head of affairs. M. Jules Favre is President—I must be President in his place.' Such, gentlemen, in a very condensed form is the history of September 4."

SECOND EDITION

TO-DAY'S CABLE NEWS.

The Longchamps Review.

The New French Loan.

The Assembly Elections.

American Evangelical Alliance.

Sentences of Communists.

DOMESTIC AFFAIRS.

Awful Drowning Case.

California Republican Convention.

Etc., Etc., Etc., Etc., Etc, Etc.

FROM EUROPE.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

American Evangelical Alliance.

LONDON, June 29.—The delegates of the American Evangelical Alliance to confer with the Czar of Russia were present at a banquet at Richmond last evening, given by the Evangelical Alliance of England. Thomas Hughes gave them a reception to-day.

The Emperor Napoleon

has visited London, and been re-elected a member of the Army and Navy Club.

The little ship

City of Ragusa

from New York, arrived at Queenstown to-day.

A Boiler Explosion

occurred at Kidsgrove to-day, occasioning the death of six men, and nineteen men were seriously injured.

German Bonds.

BERLIN, June 29.—Prince Bismarck, as Chancellor of the Empire, has called in the first issue of fifty-one millions of German bonds, interest on which will cease on the 1st of January next.

LONDON, June 29.—Special despatches from Paris say that the

Review at Longchamps

will certainly be held to-day. The weather is fine, though somewhat cloudy, and a hundred thousand men will be in line.

The Orleanist Princes

will be present incognito.

There are some apprehensions of a demonstration on the part of the Reds, and precautionary measures have been taken.

Maillet has escaped from Paris to Belgium.

The Emperor and Empress of Brazil

are at Rouen, and leave there to-day for England.

Prince de Joinville

accompanies them to this country.

The New French Loan.

VERSAILLES, June 29.—In the Assembly yesterday Ponyer-Quertier stated that in less than six hours agents of the Treasury collected four thousand five hundred millions francs for the new loan, of which Paris alone subscribed two thousand five hundred millions. The provinces have not all been heard from, and the total amount of subscriptions is not yet ascertained. The Minister of Finance, commenting upon the facts he had stated, said this state of things enables the Government to fulfil its engagements, and to hasten the deliverance of the country. We shall not wait for the dates fixed by the treaty at Frankfort, but shall pay the indemnity in instalments.

The French Elections,

PARIS, June 29—A. M.—The Republican committees have been unable to agree upon a combined ticket, and publish several electoral lists. The election of Brelay, Challem, Latchur, Corbon, Herisson, Laurent, Pichat, Nadaud, Scheurer, Koestrics, Tenot, and Prety, are considered certain. There are one hundred and eighty-four candidates from the arrondissement of the Seine.

Many foreign officers are arriving in Paris to witness the review.

Marshal MacMahon

has declined to be a candidate for the Assembly from Paris.

Delescluze's sister has been liberated.

VERSAILLES, June 29.

The Trial of Rochefort

is appointed for Monday next. The Assembly yesterday discussed a project of law for

Decentralization of the Government

departments.

Arrests of Communists continue. Courbet and Fontaine have been confronted with their accomplices.

Sentences Pronounced on Communists.

MARSEILLES, June 29.—The court-martial in session here has pronounced the following sentences—Cremieux, Etienne, and Pellissier to death. Duclos, Marten, Hastorg, Breton, and Cachut to transportation, Novi to ten years and Bariche to five years labor in the galleys, and Eberard to ten years' imprisonment. Six of the accused have been acquitted.

The Prince and Princess of Wales

are about to pay a visit to Germany.

An Archbishop Arrested.

FLORENCE, June 29.—Archbishop Patrosso has been arrested in Rome on the charge of conspiracy.

Ship News.

LONDON, June 29.—The steamers England, Manhattan, and Ismalia have arrived out.

LIVERPOOL, June 29.—Arrived, ships Resolute, from New York; Joseph Fish, from New Orleans; J. Foster, J., from New York; and brig Guilia, from New Orleans.

This Morning's Quotations.

LIVERPOOL, June 29—10·30 A. M.—Cotton firmer; uplands, 8⅜d.; Orleans, 8⅝@8¾d. The sales to-day are estimated at 15,000 bales.

LONDON, June 29—11·30 A. M.—Consols, 92⅜ for both money and account. United States Bonds of 1862 at 90⅝; of 1865 at 90⅜; of 1867 at 89⅞; ten-forties at 88⅜.

FRANKFORT, June 29.—United States five-twenties closed at 96⅛@96⅜.

PARIS, June 29.—The Bourse closed active; Rentes, 52f. 60c.

This Afternoon's Quotations.

LONDON, June 29—1·30 P. M.—Consols for money, 92⅜; for account, 92⅜.

LIVERPOOL, June 29—1·30 P. M.—Cotton buoyant; uplands, 8⅜d.; Orleans, 8⅝d. Sales now estimated at 20,000 bales, including 7000 for export and speculation. Pork, 48s.

FROM WASHINGTON.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

Movements of General Spinner.

WASHINGTON, D. C., June 29.—A private letter from Cologne, dated June 10, mentions that General Spinner and party had been to Belgium and Holland, and were on their way to Berlin. His health was improving.

Naval Orders.

Detached Lieutenant Commander Miller from the receiving ship New Hampshire, and placed on sick leave. Paymaster Hay, Jr., as storekeeper at the Naval Academy, and ordered as storekeeper to the European fleet at Villa Franchi. Assistant Paymaster Hurlbut as storekeeper at Villa Franchi, and ordered home to settle his accounts. Professor Lockwood from the Naval Academy, and ordered to the Naval Observatory. First Assistant Engineer Bothwick from the Naval Academy, and ordered to the Michigan.

The Cabinet met at 11 o'clock to-day, all the members present excepting Secretaries Fish, Delano, and Robeson. The Department of State was represented by Assistant Secretary Hunter, and the Interior Department by Assistant Secretary Cowan.

Government Weather Report.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, June 29—10·30 A. M.—Synopsis for the past twenty-four hours:—The barometer has fallen at the Pacific and Rocky Mountain stations, and has very generally risen from the Mississippi to New England, where it fell somewhat during the night. The area of highest pressure extends from Lake Michigan southwestward. Northwesterly winds have prevailed from Lake Michigan to Chesapeake Bay, and are now extending eastward. Fresh southwesterly winds continue at Key West. The temperature has fallen from the Tennessee to Chesapeake Bay, and northwards. Cloudy weather, with occasional light rains, has continued on the East Atlantic, where it is now clearing away. Light rains have fallen in Western Tennessee, and local showers during the afternoon on the Atlantic coast and in Pennsylvania.

Probabilities.—It is probable that the barometer will fall, with easterly winds in the northwest, and that clearing-up weather will very generally prevail on the Lakes and Middle and East Atlantic, with cool weather and northwesterly winds.

The Detailed Meteorological Report for To-day.

The following is the meteorological report of the Signal Bureau of the War Department for this morning, all the observations being taken at 7·43 A. M., Philadelphia time. The barometrical reports are corrected for temperature and elevation. The velocity of the wind is given in miles per hour, and the force is an approximate reduction to the Beaufort scale:—

Place of Observation.	*Barometer.*	*Thermometer.*	*Direction of Wind.*	*Velocity.*	*Force of Wind.*	*State of Weather.*
Baltimore........	29·87	71	N. W.	5	Gentle.	Cloud
Boston..........	29·68	68	W.	5	Gentle.	Cloud
Buffalo	29·82	57	N. W.	11	Brisk.	Cloud
Cape May	29·77	70	N.	12	Brisk.	Cloud
Charleston, S. C.	29·81	82	......	..	Calm.	Fair
Chicago..........	30·10	58	N.	7	Gentle.	Fair
Detroit	29·98	49	N.	6	Gentle.	Clear
Key West, Fla...	29·97	81	S. W.	19	Brisk.	Cloud
Memphis	29·95	71	N. E.	6	Gentle.	Cloud
New Orleans	29·87	85	N. E.	1	....	Fair
New York.......	29·75	67	N. W.	7	Gentle.	Cloud
Norfolk.........	29·77	78	N.	5	Gentle.	Cloud
Omaha	30·02	62	......	..	Calm.	Fair
Oswego.........	29·75	56	N. E.	12	Brisk.	t strm
Philadelphia.....	29·76	69	N.W.	..	....	Fair
Pittsburg........	30·02	67	W.	2	V. gent.	Fair
St. Louis........	30·06	65	N. E.	2	V. gent.	Clear
Washington	29·83	67	N. W.	5	Gentle.	Clear
Wilmington, N.C	29·82	82	S. W.	5	Gentle.	Cloud

FROM NEW YORK.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

The Brooklyn Yacht Regatta.

NEW YORK, June 29.—Franklin Osgood, owner of the yacht Columbia, has protested against the award of the club and Union schooner prizes in the Brooklyn Club regatta to the Madeleine, which he claims to have fairly beaten upwards of a minute even by time allowance.

Ship News.

Arrived, steamship Queen, from Liverpool.

FROM NEW HAMPSHIRE.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

Terrible Drowning Casualty.

CLAREMONT, N. H., June 29.—The Rev. Charles E. Sawyer, a Universalist clergyman, his wife, and her father, S. Cushing, of Abington, Mass., were drowned in the Connecticut river, at Ashley's Ferry, yesterday. It is supposed they mistook the ferry for a ford, and attempted to cross in a carriage. The bodies have been recovered.

FROM CALIFORNIA.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

Republican State Convention—Hon, Newton Booth for Governor.

SAN FRANCISCO, June 29.—Newton Booth has been nominated by acclamation for Governor by the Republican State Convention, on an anti-railway subsidy platform, which is almost identical with the platform adopted by the Democratic State Convention. It demands from the National Government the abrogation of the treaty with China and the prohibition of further Chinese immigration, and fully endorses President Grant and his administration.

FROM THE SOUTH.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

Burning of a Cotton Boat.

NEW ORLEANS, June 29.—Shreveport despatches report that the steamboat Red Cloud, with nine hundred bales of cotton, has been burned to the water's edge at Montgomery landing.

New York Money and Stock Market.

NEW YORK, June 29.—Stocks steady. Money 3 per cent. Gold, 113. 5-20s, 1862, coupons, 113¼; do. 1864, cp., 113; do. 1865, cp., 113; do. 1865, new, 115¼; do. 1867, 115¼; do. 1868, 115¼; 10-40s, 110⅜; Virginia 6s, new, 72; Missouri 6s, 96½; Canton Co., 78; Cumberland preferred, 45; N. Y. Central and Hudson River, 96⅞; Erie, 28⅞; Reading 109⅞; Adams Express, 80; Michigan Central, 120; Michigan Southern, 89⅞; Illinois Central, 135½; Cleveland and Pittsburg, 116½; Chicago and Rock Island, 109½; Pittsburg and Fort Wayne, 98⅞. Western Union Telegraph, 58⅞.

New York Produce Market.

NEW YORK, June 29.—Cotton strong, chiefly in transit; middling uplands, 20⅜c.; do. Orleans, 20⅝. Flour dull; State, $5·50@6·70; Ohio, $6@6·75; Western, $5·50@7·10; Southern, $6·50@9. Wheat dull and favors buyers; No. 2 spring afloat, $1·48; winter red and amber Western, $1·56@1·57. Corn heavy and declined 1c.; inferior and common mixed Western, 70@71c.; good to choice do., 71½@72c. Oats dull; Ohio, 66@68c.; Western, 64@66c. Beef quiet and steady. Pork firm; new mess, $15·12@15·25; prime, $12@13. Lard steady. Whisky, 92c.

Baltimore Produce Market.

BALTIMORE, June 29.—Cotton firm and nominally higher; no sales; quotations—low middling, 19¼@19½c. Flour declined 50c.@$1 on Baltimore city extra and family; Howard street superfine, $5@5·50; do. extras, $6@7; do. family, $7@8; City Mills superfine, $5@6·75; do. extras, $6·25@7·75; do. family, $7·75@10; Western superfine, $5@5·75; do. extras, $6@7; do. family, $7@7·75. Wheat quiet and lower; new white, $1·45@1·60; new amber, $1·68@1·70; new prime red, $1·55@1·65; do. fair to good, $1·40@1·41½; Ohio and Indiana, $1·55. Corn steady; Southern white, 81@82c.; do. yellow, 75c.; mixed Western, 72@73c. Oats firmer; Western, 59@60c. Provisions unchanged. Whisky unchanged; sales at 93@93½c.

Milwaukee Markets.

MILWAUKEE, June 29—10·10 A. M. — Wheat market quiet; No. 1, $1·28½; No. 2, $1·27.

Receipts, 35,000 bush.; shipments, 42,000 bush. Freights—Sail, 5¼c.; steam, 9c.

THIRD EDITION

THE McGEE SHOOTING CASE.

Surrender of McLaughlin.

To-day's Naval Orders.

Important Railway Meeting.

Maine Republican Convention.

Outrages on the Plains.

Afternoon Cable Quotations.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM NEW YORK.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

A Philadelphia Malefactor Gives Himself Into Custody.

NEW YORK, June 29.—Michael McLaughlin, of No. 535 Carpenter street, Philadelph'a, who shot James McGee in that city about a year ago, gave himself up to Officer Frazer, of the Broadway squad, to-day, stating that the case had so preyed upon his mind that he could not rest. He was taken to the Central Office and locked up until advices can be received from Philadelphia.

Robbery of a Jewelry Store.

HORNELLSVILLE, N. Y., June 29.—The jewelry store of Cass Higgie was entered by burglars last night and $2000 worth of watches and jewelry carried off.

NEW YORK, June 29.

The Specie Shipment

to-day amounts to $492,000, and for the week to $1,967,000.

O'Baldwin

has challenged Mace to fight him for $2500 a side.

Bids for Gold.

NEW YORK, June 29.—Fifteen bids for gold were received to-day, amounting to $1,295,000 at 112·50 to 113·10 1·10. The awards will be one million at 113·06 to 113·10.

FROM THE WEST.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

Knights of Pythias.

LOUISVILLE, June 29.—Samuel Reed, Supreme Chancellor of the Knights of Pythias of the world, arrived here last night, and was received at the depot by a delegation of the Louisville Knights. He addressed a large number of knights at the Pythian Temple. After the closing of the Lodge, he was serenaded at the Galt House. He will leave for St. Louis on Saturday next to organize a Grand Lodge for the State of Missouri, and thence proceed on a tour through the Western States.

Railway Meeting and Election.

CHICAGO, June 29.—At the annual meeting of the stockholders of the Chicago, Burlington, and Quincy Railroad yesterday the following gentleman were elected Directors:—Erastus Corning, of Albany; John C. Green, New York; Sidney Bartlett, John W. Brooks, John N. Burnham, John N. Duson, John M. Forbes, Nathaniel Thayer, and Robert K. Watson, of Boston; James F. Joy, of Detroit; Chauncey S. Colton, of Galesburg; and James M. Walker, of Chicago.

FROM CALIFORNIA.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

The Mining Strike, Etc.

SAN FRANCISCO, June 29.—Everything is quiet in Amador county. The mines, under the protection of the military, are starting up with new men engaged at the old rates. The proprietors are determined never again to employ a man connected with the Miners' League which ordered the strike and compelled the suspension of work.

Horace Cully and Colonel Taggart have been instructed by the Oregon Agricultural Society to tell the visitors to the Agricultural Fair, to be held next autumn, what they know about farming.

Captain George S. Parker, formerly port warden and one of the oldest residents of San Francisco, died yesterday.

FROM THE PLAINS.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

The Indian Outrages.

WASHINGTON, June 29.—A recent letter from General Grierson mentions that a large number of young men of the Kiowa tribe had been seen going westward rapidly, though several of the leading chiefs were in pursuit of them. In the recent attack of the Indians under Satanta and Satank, three Indians were killed and two died afterwards of wounds, and two others are expected to die.

A party of Indians attacked Whaley's ranche, on Red river, on June 3d, and were repulsed, with three killed. One citizen was killed.

FROM NEW ENGLAND.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

Maine Republican Convention.

PORTLAND, June 29.—The Maine Republican State Convention convened at the City Hall this morning and was called to order by James H. Blaine, chairman of the State Committee. The Hon. A. H. Walker, of Lowell, was elected temporary chairman, and Committees on Credentials and Permanent Organization were appointed.

The Latest Cable Quotations.

LONDON, June 29—5 P. M.—The bullion in the Bank of England has increased £201,000. Consols closed at 92⅜ for both money and account. U. S. bonds of 1862, 90⅝; of 1865, 90⅜; of 1867, 89⅞; 10-40s, 88⅜. Tallow, 44s.

LIVERPOOL, June 29—5·30 P. M.—Cotton closed firmer; uplands, 8⅜@8⅝d.; Orleans, 8⅝d. The sales have been 20,000 bales, including 7000 for export and speculation. Sales on a ship named at New Orleans have been made at 8 13-16d.

Chicago Flour and Wheat Market.

Special Despatch to The Evening Telegraph.

CHICAGO, June 29—11 A. M.—Flour dull and unchanged. Wheat dull and unsettled; No. 1, $1·27¼@1·27¾ cash and seller June; $1·25¼@1·25¾, seller July; nominally $1·20, seller July or August; $1·16, seller the year. Corn quiet; 53⅞@54c., seller June and July; 54⅜c., seller August. Oats dull; 48⅜@48⅜c.; new, 41@42c.; regular, 44½@45c., seller July; 38c., seller August. Whisky steady; 88c. bid; asked, 88½@89c. Freights quiet; 5@5¼c. to Buffalo, 8½@9c. to Oswego, 9@9½c. to Kingston.

Philadelphia Trade Report.

THURSDAY, June 29.—Bark is dull at $30 per ton for No. 1 Quercitron. Tanner's Bark is nominal at $13@13·50 per cord.

The Flour market is exceedingly flat, with very little inquiry except from the home consumers to supply their immediate wants; 800 barrels sold in lots at $5·25@5·50 for superfine; $5·50@6 for extras; $6·50@6·75 for Wisconsin extra family; $7·12½@7·50 for Minnesota do. do.; $6·25@6·75 for Pennsylvania do. do.; $7@7·50 for Ohio do. do.; and fancy brands at $7·75@8·50, as in quality. Rye Flour may be quoted at $5·50@5·75.

The Wheat market is devoid of spirit, and prices are weak. Sales of 800 bushels Western red at $1·50@1·54, and some white at $1·60@1·65. A lot of Western Rye sold at $1. Corn comes forward freely, and is in steady request. Sales of yellow at 75c., and Western mixed at 73@54c. Oats attract but little attention. 2500 bushels Western sold at 63@67c.

In Barley and Malt nothing doing.

In Cloverseed and Timothy nothing doing to fix prices. Flaxseed is wanted by the crushers at $2, a decline.

Cotton is not much sought after. Small sales of middlings at 20@20½c. for upland and Gulf.

Whisky is very quiet; small sales of Western iron-bound at 93½c.

FOURTH EDITION

LATER FROM EUROPE.

The Longchamps Review

Terrible Riots in Germany.

The New Departure.

Columbia College Commencement.

Presidential Appointments.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

LONGCHAMPS, June 29—1 P. M.

The Grand Review

is now in progress. The troops, fully 100,000 strong, are all in position, and make a very fine appearance. The tribunes, which are elaborately decorated, are occupied by Thiers and other members of the Government, and the Assembly is largely represented.

Marshal MacMahon

is in command of the army. The grounds are thronged with an immense number of people, and the scene is exceedingly brilliant.

Miners' Riots.

BERLIN, June 29.—Terrible riots have occurred among the miners in the Imperial Iron Works at Konigshuette, in Silesia. The office of the superintendent of the mines and prison were destroyed by the rioters, who then commenced plundering the Jewish residents.

The uhlans were called upon to put down the disturbances, and cleared the streets, killing seven miners, wounding thirty, and arresting sixty. Martial law has been proclaimed.

Italian Senate Proceedings.

FLORENCE, June 29.—The Senate ratified the treaty of commerce with the United States and also the bills making provision for the public safety and the unification of the Pontifical debt.

FROM THE WEST.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

The "New Departure."

CHICAGO, June 29.—That part of the Democracy of Iowa dissatisfied with the new departure policy, recently endorsed by the State Convention, has called another State Convention to be held at Des Moines on August 15. Legrand Byington heads the call, and Henry Clay Dean will be leader of the party that adheres to the new departure policy.

The Shelbyville, Iowa, *Record* says:—Harlan and Shelby counties are generally laboring under great excitement, owing to the announcement that the title of the

Rock Island and Pacific Railroad Company

to even sections, and also a portion of their grant lying beyond the twenty miles limits, is defective, and, consequently, the land belongs to the Government and is open to homestead and pre-emption claims.

A large crowd of land-hunters have been in town or encamped near it the past week, and the County Treasurer was called upon several hundred times to point out the railway company's real estate. There are over a hundred and fifty thousand acres in the county. A lawyer living in Exiria is said to have made the discovery of the defect in the title, and is to receive fifty cents an acre when the titles are perfected.

Columbia College Commencement.

ST. LOUIS, June 29.—The annual literary and other exercises of the commencement of the State University at Columbia, Mo., have been progressing for several days, attended by very large audience.

Yesterday the corner-stone of the new scientific edifice was laid under Masonic auspices. A number of lodges from different parts of the State were present, and the ceremonies were directed by Thos. E. Garrett, of St. Louis. The address was delivered by Governor Brown.

The first prize for Greek scholarship was taken by Miss J. F. Ripley, the announcement of which fact was greeted with great applause.

FROM NEW ENGLAND.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

New State House in Hartford.

HARTFORD, June 29.—The Senate to-day by a vote of 12 to 6 passed a resolution appropriating $500,000 for a new State House in Hartford, and authorizing the city of Hartford to appropriate a sum not exceeding $1,000,000 towards the same. The State appropriations will not be used until the city has furnished an equal sum.

A resolution appointing Governor Jewell, Senator Buckingham, Hon. William D. Bishop, Hon. William R. Barnum, and Judge W. D. Shipman commissioners to superintend the erection of the State House, was also passed.

Railway Commissioner's Election in New Hampshire.

CONCORD, N. H., June 29.—The two houses in convention to-day voted for a railroad commissioner. Whole number 330: David Gilchrist, Democrat and Labor Reform, 168; D. W. Buckminster, Republican, 162.

The popular vote in March gave Buckminster 34,464, and Gilchrist 33,967, but the scattering vote defeated an election. For Secretary of State, John H. Goodalle, presented as a Democrat and Labor Reform candidate, received 166 votes to 162 for N. W. Gove, Republican.

PORTLAND, June 29.

The Maine State Convention.

The Committee on Permanent Organization reported that the temporary organization be made permanent. Adopted.

The Committee on Credentials reported that 990 delegates were present.

J. W. Porter, of Berlin, moved that the Hon. Sidney Perham, of Paris, the present incumbent, be nominated for Governor by acclamation. Unanimously adopted.

Hon. James G. Blaine addressed the convention on the political questions of the day. Remarks were also made by Mr. Fry, of Lewiston.

Governor Perham was introduced, and made a brief address accepting the nomination.

FROM NEW YORK.

[BY ASSOCIATED PRESS.]
Exclusively to the Evening Telegraph.

The Erie Troubles.

NEW YORK, June 29.—During the proceedings in the Erie case to-day ex-Judge Berch, counsel for the Erie Company, read affidavits of J. Gould and Frederick Lowe, declaring that a compromise had been sought by Heath & Raphael, through a third party, by which the Erie Company should return the 60,000 shares of stock and receive in exchange $50,000 for legal expenses.

It was also shown that the arrangement had been made between Southmayd and Lane, by which the Erie Railroad Company proposed to transfer the whole stock held by the Protection Committee, for which receipts are outstanding to Heath & Raphael, such stock to be in ten share certificates; and it being understood that Heath & Raphael would distribute the stock to the holders of such receipts with properly executed powers of attorney, so that future holders of certificates could retransfer them at pleasure. Southmayd at first assented to this arrangement, but finally receded from it. The argument was then resumed.

Rochester University.

ROCHESTER, N. Y., June 29.—The trustees of the Rochester University have been materially changed by the election of two representatives of the Alumni—Francis A. Macomber, of the class of 1859, and Martin W. Cooke, of the class of 1860. The new board pledged itself to increase the endowment fund of the university by $100,000.

FROM WASHINGTON.

[BY ASSOCIATED PRESS.]
Exclusively to The Evening Telegraph.

Appointments by the President.

WASHINGTON, June 29.—The following appointments were made by the President to-day:—Wm. H. Haines, Commissioner of Customs; Lewis H. Douglass, son of Frederick Douglass, member of the Legislative Council of the Legislative Assembly of the District of Columbia; Eldridge W. Little, of New Mexico, Wilson N. Griffith, and Henry Probasco, of Ohio, commissioners under the act to provide for the centennial celebration of independence at Philadelphia; H. W. Wilkinson, Collector of Customs at Pearl River, Mississippi; T. C. Humphreys, Collector of Customs at Pensacola, Fla.; ex-United States Senator Willard Warner, Collector of Customs at Mobile, Ala., in place of Dr. Miller.

General Spinner.

A letter was received here to-day from one of the members of General Spinner's party, now travelling in Europe. The writer mentions that Treasurer Spinner's health is much improved, and at the date of the letter he was about leaving Cologne for Berlin.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Thursday, June 29, 1871.

Among lenders there is a gradually increasing firmness of tone, and loans are not obtainable at the extremely low rates which we have recorded for several weeks past. The drain upon the banks from the West and Northwest has materially diminished. The available supply of funds, though is still ample for all practical purposes, and no difficulty is experienced by good borrowers in obtaining all that they require to meet exigencies. We quote loans subject to demand, with good collateral securities, at 5@6 per cent., and choice mercantile paper from 6 to 8 per cent., the lower figure ruling for short dates of sixty days and under.

Gold is fairly active and steady, with nearly all the sales in New York at 113.

In Government bonds there is an active movement and prices are all higher.

Stocks were rather dull, and prices unsettled. Sales of City 6s at 100 for the new issues.

Reading Railroad was very active, selling at 54⅞@54⅞, closing firm at the latter, ex-div. Pennsylvania was quiet, with sales at 59⅞, and Lehigh Valley at 61⅛.

In Canal shares there were sales of Lehigh at 38 s. o.

A few shares of Commercial Bank brought 61½.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$13100 City 6s, N..ls·100	30 sh Com'l Bk....
$2000 C & A m 6s, 89 95½	s5wn.... 61½
$10000 Pa R con mt.	100 sh Read R..b60. 54⅞
cp b5.... 96	100 do.....c. 54·69
$900 Read deb bds.	100 do.....b60 54·81
lots.... 83½	400 do.....b10. 54⅞
$1000 Leh R L.... 91½	300 do......ls. 54⅞
110 sh Penna R.ls. 59⅞	200 do......ls. 54·81
9 do.rec.s5wn. 59⅞	2 sh Leh Val R.... 61
59 do.receipts 59⅞	100 sh Leh Nav.s60. 38

SECOND BOARD.

$10000 Am Gold.....113⅛	200 sh Reading R...54·69
$5000 Pa 6s 2 se.....106½	500 do.....b10.54·69
$1500 City 6s, New.100	500 do.....b30. 54⅞
$600 do......100	600 do.....b10.54·69
203 sh Penna R.....59⅞	200 do.....b60. 54⅞
300 do.....59⅞	1 do.....54⅞
23 sh Manu Bank..29½	96 sh O C & A R...48

MESSRS. DE HAVEN & BROTHER, No. 40 South Third street, Philadelphia, report the following quotations:—New U. S. 5s of 1881, 112⅞@113; U. S. 6s of 1881, 117⅞@118⅛; do. 1862, 113½@113⅞; do. 1864, 112⅞@113⅛; do. 1865, 112⅞@113⅛; do. 1865, new, 115⅛@115⅜; do. 1867, do. 115⅛@115⅜; do. 1868, do. 115⅛@115⅜; 10-40s, 110⅛@110⅜. U. S. 30 Year 6 per cent. Currency, 115@115⅛; Gold, 112⅞@113⅛; Silver, 108⅛@110; Union Pacific Railroad 1st Mort. Bonds, 91⅛@91⅜; Central Pacific Railroad, 102⅛@102⅜; Union Pacific Land Grant Bonds, 83⅞@84⅛.

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 118@118⅛; 5-20s of 1862, 113⅛@113⅜; do. 1864, 113@113⅛; do. 1865, 113@113⅛; do., July, 1865, 115⅛@115⅜; do., July, 1867, 115⅛@115⅜; do. July, 1868, 115⅛@115⅜; 10-40s, 110⅛@110⅜. U. S. Pacific R. R. Currency 6s, 115⅛@115⅜. Gold, 112⅞@113⅛.

NARR & LADNER, Brokers, report this morning gold quotations as follows:—

10·00 A. M.	113	11·42 A. M.	113
11·37 "	113⅛	12·07 P. M.	113⅛

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA..............JUNE 29

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M..........72 | 11 A. M.......77 | 2 P. M........81

SUN RISES...........	4·34	MOON SETS...........	2·0
SUN SETS............	7·32	HIGH WATER........	11·16

CLEARED THIS MORNING.

Steamship Empire, Hinckley, Charleston, W. P. Clyde & Co.
Steamer Rattlesnake, Winnett, Amesbury Point, T. M. Richards.
Steamer A. C. Stimers, Davis, New York, W. P. Clyde & Co.
Steamer Mars, Grumley, New York, W. M. Baird & Co.
Schr Annie S. Gaskill, Gaskill, Charleston, Haslam, Wickersham & Co.
Schr Saxon, Salisbury, Boston, B. Crawley & Co.
Schr Fannie Harmer, Brooks, Nantucket, Sinnickson & Co.
Schr Joseph Comegys, Hubbard, Salem, do.
Schr Richard Hill, Smith, Newport, do.
Schr Merriman, Burt, Taunton, do.
Schr S. Hale, Coleman, do. do.
Schr Palladium, Ryder, Danversport, do.
Schr Ella H. Bamer, Avery, Greenport, do.
Tug Joe Johnson, Shearer, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug G. B. Hutchins, Mulford, Baltimore, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Norfolk, Platt, from Richmond via Norfolk, with mdse. to W. P. Clyde & Co.
Steamer Bristol, Wallace, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Steamer H. L. Gaw, Webb, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Steamer Fanita, Doane, 24 hours from New York, with mdse. to John F. Ohl.
Bark James W. Elwell, Wren, 38 days from Quimsby, Eng., with iron.
Brig Josephine, Skinner, 10 days from Sagua, with molasses to Dallett & Sons—vessel to Warren & Gregg.
Schr George S. Courtney, Lane, from Tuckerton, with oil to J. J. Allen.
Schr Kite, Beecraft, from Annapolis, with ties to Reading RR. Co.
Schr Alexander Milliken, Griffith, from Ellsworth, Me., with lumber to Smith & Harris.
Schr Mary C. Lyons, Smith, from Wilmington, N. C., with lumber to D. Trump, Son & Co.
Schr William Capes, Baker, from Rondout, with cement to French, Richards & Co.
Schr Argo, Taylor, from Nanticoke, with wood to —— Andrews.
Schr Vrale, Price, from Dighton.
Schr H. L. Slaight, Willets, from New York.
Schr Abbie L. Dow, Young, Allyn's Point.
Schr Babel H. Jones, Jones, from Providence.
Schr James Satterthwaite, Kinney, from Boston.
Schr Christopher Loeser, Davis, do.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Chesapeake, Merrihew, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, June 28.—The following barges left in tow to-night for Baltimore, light:—Catharine Moan, C. F. Berwin, T. Parker, Wellington, J. J. Munger, M. S. Price, W. T. Hamilton, and J. L. Post.

BALTIMORE BRANCH OFFICE, June 29.—The following barges leave in tow to-night, loaded with coal, for New York:—A. Allison, Ticino, General Warren, B. C. Lake, Harry Wright, W. S. Burton, Kate Stewart, and Mary Dunn.

PHILADELPHIA BRANCH OFFICE, June 29.—The C. A. Dornfield, with coal, for New York. L. S. C.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, June 29.—The following boats leave in tow to-day:—
James D. Smith, with flint to Baeder, Adamson & Co.
George Crag, with lumber to Saylor, Day & Morle.
Thomas Arnold, with slate, for New York.
Dodge Mills, light, to Dodge & Co. J. H.

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

A CANDID CANDIDATE.

From the N. Y. World.

Mr. Greeley has never shown any special coyness upon the subject of the next Presidency. Cæsar made a proper pretense of refusing thrice the crown which was offered him upon the Lupercal. But Mr. Greeley, wiser in his generation, knows full well that if he were to refuse it once it would never be proffered him again, and accodingly makes frantic clutches at its distant gleam. The first formal campaign document he has promulgated is in these terms:—

NEW YORK TRIBUNE, NEW YORK, May 31, 1871.

Dear Sir:—I know of nothing in my habits that deserves public attention. I was formerly called a "Grahamite;" that is, I rarely ate meat; and it is still my conviction that meat should be eaten very sparingly. I eat, however, like other folks, not having time to make myself disagreeable to everybody by insisting on special food wherever I go, since I travel much and eat in many places in the course of a year.

I ceased to drink distilled liquors January 1, 1824, when I was not quite thirteen years old. I occasionally drank beer four or five years thereafter, when I abandoned that also. I cannot remember that I ever more than tasted wine.

I stopped drinking coffee about 1834, because it made my hand tremble. I am opposed to nerves.

I did not drink tea for a quarter of a century, ending in 1861, when I had brain fever and was very ill. My doctor insisted that I should drink either claret or tea, and I chose the tea, which (black) I have generally used since, though not uniformly.

My favorite exercise is trimming up trees in a forest with an axe, cutting out underbrush, etc., etc. I wish I could take more of it, but my farm is distant and my family scattered. I sometimes lift weights at the Lifting Cure. I have only lifted 265 pounds since I became sixty years old, February 3d last. Yours, HORACE GREELEY.

J. A. Beecher, Esq., Trenton, N. J.

It is not necessary to deny the "objective existence" of "J. A. Beecher" to see the transparency of the address. There may be such a Beecher, and he may really have made the inquiry which is thus answered, either collusively or with an actual and imbecile desire to know the personal habits of Mr. Greeley. But it is clear that the sage of Chappaqua has wisely selected his habits with the view of conciliating all classes of his countrymen. He drinks neither distilled nor malt liquors, which insures him the rapturous support of the total-abstinence people; but he did drink both, which ought to conciliate for him the kindly consideration even of the liquor-dealers' association. That he was a reformed inebriate at thirteen we may attribute to the direful effects of the rum of his native region, which partly accounts for the vindictive hatred he has ever since borne that beverage, and the persistency with which he includes all spirituous drinks under its odious title. But he continued to apply to his bruised spirit the balm of "beer" with a prophetic prevision in 1830 of the importance of the German vote in 1872. To the rural voter the most deeply interesting portion of Mr. Greeley's confession will be that his "favorite exercise" is what to the professional agriculturist is the dismal drudgery of "trimming trees" and "cutting out underbrush." A philosopher of sixty who bows the woods beneath his sturdy stroke and pretends to like it will be an object of wonder and worship to the fly-gobbling clodhopper of twenty-five. The imminence of woman suffrage fully accounts for Mr. Greeley's taking tea, and he is to be congratulated upon "not having time to make himself disagreeable to everybody," and having some habit to please everybody. If any stubborn skeptic declines to be allured by this artless and autobiographic statement of the winsome ways of H. G., it is the fault of his own hard heart.

AMERICAN GIRLS.

From the N. Y. Tribune.

Our San Francisco correspondent some time ago invited working women to emigrate there, promising them first, wages, and secondly, husbands. Some Buffalo girl sends to an intelligence office in San Francisco and accepts the challenge for herself and as many of her companions as they will send tickets for. "We'll work and pay for our fare when we get there," she says. "We are no strangers to the kitchen. We are neither Irish, Dutch, nor Chinee; we are good American girls, who know sauerkraut from ham. What we want is the money, and not the men." "This writer," says the California paper, "evidently means business." It is more evident that she means business than work. If she or her class of "good American girls" really wanted work and wages there is no need to beg a passage to California; they could find them both in the numberless wealthy families in every Eastern city, and still more in the West, where the kitchens so long given up to Irish and Dutch await in dirt and disorder the avatar of the long-looked-for Chinee. We know houses within an hour's distance of New York, into which the highest wages, and every comfort and convenience which money or a conscientious sympathy with the laborer could suggest, have failed to tempt one of these American girls who are so ready to set off to California in search of probable wages and a mythical husband. We are tired of hearing and repeating the old story, on one hand, of the absolute impossibility of finding among these American women clean, intelligent cooks or housekeepers who are willing for even the highest pay to work in pleasant well-ordered homes, and to sleep in large comfortable chambers, and on the other of the "thousands of starving women in garrets driven to the street for support." Nor need these women even go to domestic service to obtain a sufficient livelihood. Skilled workwomen are in as great demand as skilled mechanics. While the great mass of slop-shop women are, no doubt, underpaid, there is not a lady of means in New York who does not know the really high price which skilful needlewomen command and obtain. A woman who has energy and intelligence enough to write the letter which we quote has no need of demanding charity to help her to wander unprotected to San Francisco for either work or a husband.

To sum the whole matter up, we do not deny that there is suffering among women in our great cities; but the cause is precisely that of the suffering among men—the want of either the ability or the willingness to work. Our women, each and all, not unnaturally, perhaps, in this period of tentative essay and fermentation among them from the highest to the lowest, show a disposition just now to slight the plain prosaic duties under their hands, and grope after Alhaschar visions far-off. The leader of a political party shuts up her home and declines to bear children, in order to be President, just as this Buffalo woman turns her back on the columns of advertisements for "help" of distracted housekeepers in her own town, and sighs for California kitchens; or innumerable half-grown Sallys in our back-courts sneer at the idea of being dish-washers, as they express it, and aspire to be salesladies, or else go trooping into factories. It is hardly worth while to treat the matter seriously. Our sisters, we suppose, like ourselves, must have their youthful day of crusading, and heroic ventures after distant glittering fortune. With men, the specious fancies usually evaporate in the year or two after college life; but women, in this matter at least, if we dare hint it, are slower in coming to maturity. Besides, as we said before, the present is a season of feverish heat and experimental effort with them all. After a while perhaps they will look at the world and its work with cooler judgment and more adult reason, and find that the work which lies nearest to them is in most cases the highest for them, as well as the material out of which, after all, they can soonest work out their own ideal. Then perhaps we can at last find in "good American girls" not only skilful and successful servants, but women who are not unwilling to be faithful Christian mothers.

WHAT IS THE USE OF THE DEMOCRATIC PARTY?

From Theodore Tilton's Golden Age.

There used to be a ground for supporting the Democratic party; there is such no longer. This party, until the Ohio Convention, had leading principles of its own, distinct from the central features of the Republican platforms. But the Democratic leaders, with the late Mr. Vallandigham at their head, have solemnly overthrown the tenets which they stoutly maintained throughout the war. According to these new-departing statesmen, the fourteenth and fifteenth amendments continued to be unconstitutional long after they had become parts of the very Constitution which they were alleged to violate. But although no change has taken place in these amendments, for they remain just as they came originally from the hands of the people, yet the Democratic party has put itself into harmony with a policy which it lately opposed. It now acknowledges, against its own former witnesses to the contrary, that these amendments are valid and regular, and that they are to be as much obeyed as other parts of the Constitution. Although these amendments have formed the text of several years' uninterrupted abuse of the Republican party by its Democratic critics, yet these critics now ask to withdraw their criticisms and to leave the once-berated amendments to a prospective and unmolested dignity as parts of the supreme law. The Ohio and other Democratic Conventions practically say this. Now of course we congratulate our Democratic friends that they are opening their eyes to discern the signs of the times.

But, amid all the joy and rejoicing which we experience over "the new departure," there has departed also the chief distinguishing contention between Democrats and Republicans, namely, the negro question. As a consequence the ground which many citizens had, or thought they had, for voting against the Republican party, ceases to be valid. The Democrats, having voluntarily abandoned their chief and vital objections to the Republican platform, ought logically to join the Republican party.

Our nomination of Mr. Greeley to the presidency was designed as an invitation to them so to do. We want to make it easy for the Democracy to coalesce with their former opponents, and for this reason we offer to them a man who, though a thorough Republican in principle, having been almost the author of the Republican party, is nevertheless by actual demonstration the best-loved Northern man by the South, and the most kindly-spirited statesman now in public life. Mr. Vallandigham lived long enough to teach the Democratic party that it must take the Republican view of the fourteenth and fifteenth amendments, and Mr. Greeley, if made a candidate, would lure thousands of Democratic voters to testify their sympathy with such a Republican at the polls. It is our profound belief that Mr. Greeley's nomination to the presidency would do more to persuade thousands of freedom-loving Democrats to become Republicans than any other act which the Republican party could perform.

If there was once a good reason why Democrats should remain in the Democratic party, the Ohio Democratic resolutions are an equally good reason for abandoning it. Let the two parties continue their opposition to President Grant, and make common cause under Mr. Greeley as the most useful and best beloved American citizen. Four years ago, the Democratic party wanted Mr. Chase, and, if it had nominated him, could have ridden to victory under his leadership. Mr. Greeley is far stronger with the whole nation now than Mr. Chase was with the northern half of it then. Who will deny this fact? But to admit the fact is to admit also its logical inference; which is that, judging from the present political situation, the best candidate for the next Presidency is Mr. Greeley.

FRANCE AND THE PROBLEM OF TAXATION.

From the N. Y. Times.

In the dynastic questions which are, at present, agitating France, our country has no immediate interest beyond a sympathetic and speculative one. With her transactions in the money markets of Europe we have a concern which is unmistakably direct and appreciable. France has ceased to be the Keystone State of European politics, but in virtue of her prodigious pecuniary requirements, she has attained the unenviable distinction of being able to affect the rates demanded by money-lenders all over the world. The "solidarity of nations" in a social and political sense may sometimes be rather difficult to recognize. Their community of interests in a monetary sense is a highly unmistakable fact. The ability of France to bear taxation will materially affect the amount of deficit for which she will be compelled to trade upon her national credit. This, in its turn, will have a direct influence upon the amount of European capital available for the multitude of public and private enterprises among ourselves which invites its support. Some four months ago, a leading European financial organ stated, after a careful resume of the sources of national revenue in France and the probable saving that could be made in her expenditure, that the utmost amount which the country could spare to be applied to paying the interest of new debt, would be about $30,000,000. As a first demand, M. Ponyer-Quertier asks for $92,000,000 of new taxation. Of course this amount is intended to provide for other pressing necessities, besides the interest on the loan of five hundred million dollars lately issued. The German army of occupation must be paid for, and the existing deficiency of one hundred millions in the returns of last year's taxes must, if possible, be partially met. The temporary shrinkage in the tax-yielding power of the country may, with some difficulty, be balanced by the reduction on the expenditures devoted to sundry military and naval departments. The amount of new taxation which the French people must shortly make up their minds to bear may be conjectured from the fact that the additional debt resulting from the war, the indemnity and contingent expenditure will of itself create an annual interest charge of about $105,000,000.

Yet, in spite of the fact that with crippled resources and reduced area and population, France must raise one-fourth more by taxation than she did in the palmiest days of the empire, the confidence of European lenders seems to be unshaken in her capacity for financial restoration. A tolerably competent critic declares that the French people were before the war "laying by profits, after deducting the cost of living, at the rate of about $500,000,000 a year." It is estimated that the amount of the taxable income of France reaches $1,660,000,000. It is somewhat rashly concluded that $1,000,000,000 of this could be reached by a five per cent. income tax, and nearly one-half of the required addition to the taxes be thus secured. There exist already in France taxes on doors and windows, and a "personal and furniture tax," which are practically of the nature of income tax, and which amount to at least two and a half per cent. on the available amount of national income. In point of fact, M. Ponyer-Quertier has not yet had recourse to this most unpopular of all devices for raising money in France. He proposes to raise twelve millions of dollars by an increase of stamp duties, which are virtually a tax on the land, taking effect at its sale or transfer by succession. An addition of $18,000,000 to the taxes on intoxicating liquors, $10,000,000 on coffee and sugar, and a contemplated $40,000,000 to be derived from import duties on sundry articles not covered by unrepealed commercial treaties, complete the introductory financial proposals of M. Thiers' Minister of Finance. It is too soon to speculate upon the elasticity which France may show under her daily increasing burdens. As at present viewed by European capitalists, the financial situation is considered hopeful, and a government once assured which starts with fair prospects of stability, it seems clear that the pecuniary demands of the nation, enormous though they are, will be fully met. It is hardly necessary to point out the bearing of this fact upon native enterprises, which are more or less dependent on foreign support. The financial competition in Europe will render it difficult for any but the most solid schemes to have in that quarter a chance of success.

SPECIAL NOTICES.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1871.

The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, clear of National and State taxes, payable in cash, on and after May 30, 1871.

Blank powers of attorney for collecting dividends can be had at the office of the company.

The office will be open at 8 A. M., and close at 3 P. M., from May 30 to June 2, for the payment of dividends, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH,

5 2 2m Treasurer.

TO HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the Interest due July 1, 1871, on the Funded Debt of the State of Ohio, will be paid at the American Exchange National Bank, in the City of New York, from the 1st to the 16th proximo, and thereafter at our office in this city.

The transfer books will be closed for one month from the 15th inst.

COLUMBUS, Ohio, June 12, 1871. [6 17 1m

JAMES H. GODMAN, Auditor of State.
ISAAC B. SHERWOOD, Sec. of State.
FRANCIS B. BOND, Attorney-General.
Commissioners of Sinking Fund of State of Ohio.

STATE OF SOUTH CAROLINA, TREASURY DEPARTMENT.

COLUMBIA, S. C., June 1, 1871.

The Interest maturing July 1, 1871, upon the Bonds of the State of South Carolina, will be paid in gold on and after July 1, at the Banking House of H. H. Kimpton, Financial Agent of the State, No. 9 Nassau street, New York, and at the South Carolina Bank and Trust Company, in Columbia.

The Interest maturing upon Registered Stock at that time will be paid at the Treasury Office only.

6 17 30t NILES G. PARKER, State Treasurer.

J. & L. L. BARRICK'S LEGITIMATE Tailoring Establishment, No. 41 S. TENTH Street, where you can get the best suit for the least money. Where, furnishing your own material you can have it made and trimmed exactly right. Price, fit, and workmanship guaranteed. A good stock always on hand, to show which is no trouble, and to sell the same at rates not to be excelled is our highest ambition. 5 2 tuths26t

PARTICULAR NOTICE IS CALLED to the fact that HARPER'S HAIR DYE is the safest and best ever invented. One trial will suffice to demonstrate this. It is guaranteed to be entirely free from sugar of lead or other poisons, or anything detrimental to health, and gives a beautiful natural color, black or brown, as is desired. For sale by T. R. Callender & Co., and druggists and dealers everywhere. Price only 50 cents. 3 28stuths6m

STATE OF ILLINOIS, TREASURER'S OFFICE, SPRINGFIELD, May 25, 1871.

The interest which will become due upon Stock of the State of Illinois on the first Monday of July, 1871, will be paid at the American Exchange National Bank, in the City of New York, from the 3d to the 17th days, inclusive of July, proximo.

ERASTUS N. BATES,

6 17 1m State Treasurer.

PILES.—DR. GUNNELL DEVOTES HIS time to the treatment of Piles, blind, bleeding, or itching. Hundreds of cases deemed incurable without an operation have been permanently cured. Best city reference given. Office, No. 21 N. ELEVENTH Street. 4 15 3m

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.

Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17

REAL ESTATE AT AUCTION.

AT PRIVATE SALE—ESTATE OF THOMAS McCREDY, deceased.—Valuable Mill Property and Farm, over 70 acres, Aston and Middletown townships, Delaware county, Pennsylvania, 17 miles from Philadelphia, near Glen Riddle station, on the West Chester and Philadelphia Railroad.—A valuable mill and farm property, containing over 70 acres, situate in Aston and Middletown townships, Delaware county, Pennsylvania. The improvements consist of a three-story stone weaving and spinning mill, three-story picker-house, water-power (16 feet head and fall), well-built dam, water wheel, fixed machinery, shafting, etc. Also, the standing walls of a three-story stone mill, interior destroyed by fire; walls very large and strong; picker-house, slate roof, water-power 10 feet head of all, and over 30 stone and several frame dwellings for operatives; farm-house, barn, spring-house, etc. The property is within 17 miles of Philadelphia, with railroad facilities, in a high and beautiful country.

STEAM ENGINE.—Also, a Corliss engine, 100 horse-power, with boilers, etc., complete.

M. THOMAS & SONS, Auctioneers,

6 28wths3t Nos 139 and 141 S. FOURTH Street.

WATCHES, JEWELRY, ETC.

GOLD MEDAL REGULATORS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET,

Begs to call the attention of the trade and customers to the annexed letter:—

TRANSLATION.

"I take pleasure to announce that I have given to Mr. G. W. RUSSELL, of Philadelphia, the exclusive sale of all goods of my manufacture. He will be able to sell them at the very lowest prices.

"GUSTAV BECKER,
"First Manufacturer of Regulators,
"Freiburg, Germany.

SEWING MACHINES.

DON'T BUY

A Sewing Machine

Until you have examined

THE AMERICAN

Complete Sewing Machine,

Combining the making of BUTTONHOLES, OVERSEAMING, etc., with every other kind of Sewing that can be done on any other Sewing Machine; the price of which is only $15, with a complete outfit:—

Read the following recommendations:—

I have had one of the American Combination Machines for nearly three years, and cheerfully testify to its many excellent qualities, as well as its durability. I had previously used the "Wheeler & Wilson," "Grover & Baker," and "Singer." I think that the "American" makes the most perfect stitch of all sewing machines, and decidedly prefer it to any other machine that I am familiar with. It requires hardly any effort to run it, and its entire operation is exceedingly simple and easy.

MISS JENNIE S. MALLORY,
Dressmaker, No. 12 Bross' Row,
Titusville, Pa.

It is the best in the market for all or any kind of work. It is so simple in its construction that a child may readily guide it. My family would not be without it under any circumstances.

J. R. BROOMALL, Ercildoun, Chester Co., Pa.

BURLINGTON, New Jersey, June 14, 1871.

DEAR SIR:—I bought one of the American Buttonhole Overseaming and Complete Sewing Machines, about four weeks ago, for the purpose of making buttonholes in lasting and kid shoes. After having the machine one week, and having but ONE LESSON ON THE SAME, I was enabled to make 600 holes per day. I am now (after four weeks' practice) making 720 holes per day, in a superior manner and with perfect ease. Am very much pleased with the machine, and can heartily recommend it to all those wanting a machine for such purposes.

SALLY FENIMORE.

MOUNT LEBANON, Allegheny co., Pa.

I have lately become the possessor of one of the new and wonderful American Family Sewing Machines, and I feel *surprised* and *delighted* with its truly *overwhelming* performances. It only requires to be known to supersede all others now in use. No one need delay purchasing, for I am convinced that *this Machine* has arrived to a very great degree of perfection. J. E. WILSON, M. D.

Messrs. Hall & Bosley, Gents:—The American Machine which I bought of you last spring gives me the highest satisfaction. I have received hardly any instruction, yet can do all kinds of sewing on it with perfect ease. The best thing I can wish for any housekeeper is that she may have as perfect a Sewing Machine as the American.

Yours truly, MRS. T. M. JONES,
Neilltown, Forest co., Pa.

Call and examine this wonderful Sewing Machine at the

COMPANY'S SALESROOM,

4 22 tuths3m No. 1318 CHESNUT Street.

WHISKY, WINE, ETC.

WINES, LIQUORS, ENGLISH AND SCOTCH ALES, ETC.

The subscriber begs to call the attention of dealers, connoisseurs, and consumers generally to his splendid stock of foreign goods now on hand, of his own importation, as well, also, to his extensive assortment of Domestic Wines, Ales, etc., among which may be enumerated:—

500 cases of Clarets, high and low grades, carefully selected from best foreign stocks.
100 casks of Sherry Wine, extra quality of finest grade.
100 cases of Sherry Wine, extra quality of finest grade.
25 casks of Sherry Wine, best quality of medium grade.
25 barrels Scuppernong Wine of best quality.
50 casks Catawba Wine " "
10 barrels " " medium grade.

Together with a full supply of Brandies, Whiskies, Scotch and English Ales, Brown Stout, etc., etc., which he is prepared to furnish to the trade and consumers generally in quantities that may be required, and on the most liberal terms.

P. J. JORDAN.

5 5tf No. 220 PEAR Street,
Below Third and Walnut and above Dock street.

CARSTAIRS & McCALL,

No. 126 Walnut and 21 Granite Sts.,

IMPORTERS OF

Brandies, Wines, Gin, Olive Oil, Etc.,

WHOLESALE DEALERS IN

PURE RYE WHISKIES,

IN BOND AND TAX PAID 23½

HARDWARE, ETC.

ROBERT WOOD & CO.,

No. 1136 RIDGE AVENUE.

FOUNTAINS, VASES,

STATUARY, RAILINGS,

IRON STAIRS, LAMP POSTS,

STABLE FITTINGS, WIRE WORK.

HYATT'S

PATENT SIDEWALK AND VAULT LIGHTS,

Made by Brown Brothers, Chicago. [6 15 1m

CUMBERLAND NAILS

$4'75 Per Keg.

These Nails are known to be the best in the market

All Nails, no waste, and cost no more than other brands.

Each keg warranted to contain 100 pounds of Nails.

Also, a large assortment of fine Hinges, Locks, and Knobs. Solid Bronze, suitable for first-class buildings, at the great

Cheap-for-Cash Hardware Store

OF

J. B. SHANNON,

2 14 tuths§ No. 1009 MARKET Street.

LOOKING GLASSES, ETC.

NEW ROGERS GROUP,

"RIP VAN WINKLE."

NEW CHROMOS.

All Chromos sold at 25 per cent. below regular rates.
All of Prang's, Hoover's, and all others.

Send for catalogue.

Looking-Glasses,

ALL NEW STYLES,

At the lowest prices. All of our own manufacture.

JAMES S. EARLE & SONS.

No. 816 CHESNUT STREET.

COAL.

R. P. OWEN & CO.,
COAL DEALERS,
FILBERT STREET WHARF,
SCHUYLKILL. 8 10 1y§

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 12

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA.

ALEXANDER G. CATTELL. ELIJAH CATTELL.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of New York, Saturday, July 1, at 2 P. M.
City of Brussels, Saturday, July 8, at 10 A. M.
Nemesis, Thursday, July 13, at 2 P. M.
City of London, Saturday, July 15, at 2 P. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Halifax	20	To Halifax	15

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia.

NATIONAL STEAMSHIP COMPANY.

STEAM DIRECT TO AND FROM NEW YORK, QUEENSTOWN, AND LIVERPOOL.

The magnificent Ocean Steamships of this line, sailing regularly every SATURDAY, are among the largest in the world, and famous for the degree of safety, comfort, and speed attained.

CABIN RATES, CURRENCY,

$75 and $65. First class Excursion Tickets, good for twelve months, $130. Early application must be made in order to secure a choice of state-rooms.

STEERAGE RATES, CURRENCY,

Outward, $28. Prepaid, $32. Tickets to and from Londonderry and Glasgow at the same low rates. Persons visiting the old country, or sending for their friends should remember that these rates are positively much cheaper than other first-class lines.

Bank drafts issued for any amount, at lowest rates, payable on demand in all parts of England, Ireland, Scotland, Wales, and the Continent of Europe.

Apply to *WALLER & CO., Agents,*
No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans direct on Tuesday, July 11, at 8 A. M.

The JUNIATA will sail from New Orleans, via Havana, on ——, July —.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, July 1, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, July 1.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington, N. C., on —, July —, at 6 A. M. Returning, will leave Wilmington —, July —.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
No. 130 S. THIRD Street.

CLYDE'S STEAM LINES.—Office, No. 12 South WHARVES.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR-LINE TO THE SOUTH AND WEST.

Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street.

No bills of lading signed after 12 o'clock on sailing day.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air-line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-line, and Richmond and Danville Railroads.

Freights HANDLED BUT ONCE and taken at LOWER RATES than by any other line.

No charge for commissions, drayage, or any expense of transfer. Steamships insure at lowest rates.

FREIGHTS RECEIVED DAILY.

State-room accommodations for passengers.

WM. P. PORTER, Agent, Richmond and City Point. T. P. CROWELL & CO., Agents, Norfolk.

PHILADELPHIA AND CHARLESTON.—PHILADELPHIA and CHARLESTON STEAMSHIP LINE.

THURSDAY LINE FOR CHARLESTON.

The first-class Steamship EMPIRE, Captain Hinckley, will sail on Thursday, June 29, at 3 P. M., noon, from Pier 8, North Wharves, above Arch street.

Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc.

Rates of freight as low as by any other route.

For freight or passage apply on the Pier, as above.

WM. A. COURTENAY, Agent in Charleston.

FOR NEW YORK DAILY—VIA DELAWARE AND RARITAN CANAL.

EXPRESS STEAMBOAT COMPANY.

The CHEAPEST and QUICKEST water communication between Philadelphia and New York.

Steamers leave DAILY from first wharf below MARKET Street, Philadelphia, and foot of WALL Street, New York.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.

Freight received daily and forwarded on accommodating terms.

JAMES HAND, Agent,
No. 119 WALL Street, New York.

NEW EXPRESS LINE to ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroad.

Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street.

Freights received daily.

HYDE & TYLER, Agents, Georgetown, D. C.
M. ELDRIDGE & CO., Agents, Alexandria, Va.

DELAWARE AND CHESAPEAKE TOW-BOAT COMPANY.

Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES,
PHILADELPHIA.

WILLIAM P. CLYDE & CO.,
AGENTS

For all the above lines,
No. 12 SOUTH WHARVES, Philadelphia,
where further information may be obtained.

LORILLARD STEAMSHIP COMPANY

FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 32 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES.

The steam propellers of this company leave daily at 12 M. and 5 P. M.

Through in twenty-four hours.

Goods forwarded to any point free of commission.

Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents,
No. 132 South DELAWARE Avenue.

SHIPPING.

FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK.

TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIPS

SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.

WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.

R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.	GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—

First cabins, $65 and $75, according to location.

Cabin excursion tickets (good for twelve months), securing best accommodations, $130.

Intermediate, $33; steerage, $28.

Certificates, at reduced rates, can be bought here by those wishing to send for their friends.

Drafts issued, payable on presentation.

Apply at the company's offices to

HENDERSON BROTHERS,
No. 7 BOWLING GREEN.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.	ARCTIC.
ATLANTIC, Captain Thompson.	BALTIC.
PACIFIC, Captain Perry.	ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

J. H. SPARKS, Agent.

CORDAGE, ETC.

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

PHILADELPHIA

JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS, DEALERS IN NAVAL STORES, ANCHORS AND CHAINS, SHIP CHANDLERY GOODS, ETC., Nos. 46 and 48 NORTH WHARVES.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers Machinists, Railing Makers, Oil Refiners, etc.

WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
No. 42 N. FIFTH STREET.

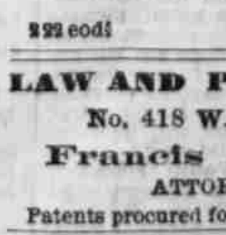
GROCERIES, ETC.

TO FAMILIES RESIDING IN THE RURAL DISTRICTS.

We are prepared, as heretofore, to supply families at their country residences with EVERY DESCRIPTION OF FINE GROCERIES, TEAS, Etc.

ALBERT C. ROBERTS,

Corner ELEVENTH and VINE Sts.



ESTABLISHED 1844.

WM. M. CHRISTY,

Blank Book Manufacturer, Stationer and Printer,

No. 127 S. THIRD Street,

2 22 eod§ Opposite Girard Bank.

LAW AND PATENT OFFICES,

No. 418 WALNUT STREET.

Francis D. Pastorius,

ATTORNEY AT LAW.

Patents procured for Inventions. 6 16§

SAXON GREEN.

is Brighter, will not Fade, Costs Less than any other because it will Paint twice as much surface.

SOLD BY ALL DEALERS IN

PAINTS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp§

FROM YESTERDAY'S FIFTH EDITION.

FROM WASHINGTON.

Highly Important—Fighting in Corea.

WASHINGTON, June 28.—The following was received at the Navy Department this afternoon:—

"COREA, June 28.—To the Secretary of the Navy: The Coreans, not apologizing for their treacherous attack on the 10th, I landed on Kangnoe, and took and destroyed the lower fort and munitions. On the 11th took another fort, and then stormed and captured their stronghold.

"Five forts were taken. Their troops were reported at 11,000. There was desperate hand-to-hand fighting in the citadel. The ordnance was destroyed, and four hundred and eighty-one pieces, principally small brass pieces; small arms were very many; fifty flags were also taken. There were counted 243 dead Coreans around the citadel.

Our killed were three. The gallant Lieutenant McKee, who was first inside the citadel, was killed by a bullet and spear. Marine Dennis Hanrohn and landsman Seth Allen were killed. Our nine wounded are all out of danger and doing well. (Signed) JOHN RODGERS."

Money Due by Ex-Collectors.

WASHINGTON, June 28.—The following was prepared at the Internal Revenue Office to-day:—The cash balances due from ex-collectors of internal revenue to the Government, as shown by the books of the Internal Revenue Bureau, reached the sum of $276,839,783. Of this amount there is due from collectors appointed by President Lincoln $89,005,895; from collectors appointed by President Johnson $1,813,757·13, and from collectors appointed by President Grant $6,458,176.

FROM THE WEST.

Honors to General Sheridan.

CHICAGO, June 28.—The Northwestern University has conferred the degree of LL.D. upon Lieutenant-General Philip H. Sheridan.

The Rock Island Trouble.

In reply to the recent surmise of the Buffalo *Commercial Advertiser*, that the recent misunderstanding relative to Rock Island stock was brought about by the publication of an apparently official statement that a stock dividend of one hundred per cent. would soon be declared, the *Tribune* this morning says "the Chicago, Rock Island and Pacific Railroad is a corporation created originally by the laws of Illinois.

"It has received no authority from the Legislature of Illinois to declare a stock dividend of one hundred per cent. or any other amount, and the Legislature is prohibited by the Constitution from granting any such authority. These facts ought to be known to the dullest intellect in Wall street. The bonded debt of the Rock Island Railroad, amounting to nine million dollars, might be converted into stock if the Legislature should authorize such a proceeding.

"This debt represents the capital actually invested in the road, and it would be permissible under the constitution of Illinois to pass a law authorizing an increase of the capital stock of the road, to stand in place of the debt when the latter is actually extinguished, but it would not be permissible to water the stock to the extent of one dime."

Railway Accident—Two Men Killed.

ST. LOUIS, June 28.—A construction train on the Atlantic and Pacific Railroad with fifteen laborers on board ran into a hand car near Maselle yesterday. All the laborers on the train but one were precipitated down an embankment twenty feet high, falling on broken rocks.

One of the cars fell on George Saunders, killing him instantly. William Miller fell headforemost against a rock and a car rolled upon him, in which position he remained nearly half an hour. He died soon after being removed. The remainder of the men were more or less wounded, some, it is feared, fatally. None on the hand car were hurt.

The Houston (Texas) *Union* says that the

Indian Raid

on Warren's wagon train, near Fort Richardson, some time since, in which seven men were killed and forty mules captured, was designed for the capture of General Sherman, of whose coming the Indians had knowledge. When the attack was made, one of the chiefs was heard to give an order to take Captain Sherman alive.

FROM NEW YORK.

Coal Sales.

NEW YORK, June 28.—At the monthly auction of the Delaware, Lackawanna and W. R. R. Co. of coals, 120,000 tons of Scranton sold at prices ranging from $4·30 to $5·45, showing a decline of 30 cents a ton.

The Sængerfest.

The great preparations for the Sængerfest procession were brought to nought to-day by rain, which fell copiously during the hours set aside for the ceremonies; nevertheless about a thousand singers in carriages, and under umbrellas, passed over the line of march, and were reviewed by Governor Hoffman and Mayor Hall. Speech-making, and the grand picnic at Jones' Woods, have been postponed until to-morrow, when addresses will be delivered by the Governor and others, and the prizes will be declared. In the meantime the visitors from abroad are hospitably entertained by various New York organizations.

Election of a President of Union College.

SCHENECTADY, June 28.—At a meeting of the Trustees of Union College last evening Rev. E. W. Potter, D. D., of Troy, was unanimously elected President, vice Dr. Aiken, resigned.

Rochester College Commencement.

ROCHESTER, June 28.—The Commencement of the University of Rochester closed to-day with the exercises of the graduating class. The degree of LL.D. was conferred on Henry Durant, of California, and Professor Stephen H. Carpenter, of Wisconsin, and that of D. D. on Rev. D. D. Marshall, of Buffalo.

NEWS SUMMARY.

City Affairs.

—The Democratic nominees were serenaded last night by the Americus Club.

—The Councils Committee on Schools yesterday gave the citizens a hearing in regard to the destruction of Spring Garden Hall.

—Thomas Brophy was yesterday held in $5000 bail for the fraudulent execution of a distiller's bond.

—The Retail Coal Dealers' Association, the object of which is to insist on a fair enforcement of the bill regulating the weighing of anthracite, met last evening and nominated the following permanent officers:—President, Ellis Branson; vice-president, W. B. Kinsey; secretary, T. E. Parrish; treasurer, S. Engle.

Domestic Affairs.

—After to-morrow the United States army will be reduced to the standard of thirty thousand men.

—George K. Putnam, the newly-appointed postmaster at Mobile, Ala., indicted by the Grand Jury, charging him with bribery, was yesterday tried and acquitted.

—Governor Cooke yesterday sent to the President the name of Lewis H. Douglass to be a member of the Council for the District of Columbia in place of his father, Frederick Douglass, recently resigned.

Foreign Affairs.

—The Suez Canal is reported to be filling up with sand.

—The Communists are still placarding Paris with proclamations.

—It is denied that the Communists forged notes on the Bank of France.

—A state dinner will be given to M. Thiers to-day, after the grand army review has taken place.

—President Thiers intimates that treaties with foreign powers must be modified, owing to the altered circumstances of France.

—The Bonapartists are very active in the distribution of pamphlets intended for effect upon the elections. The coalition of the principal electoral committees of Paris is considered probable.

—Paper is now used for the lining of ice-coolers.

—There are 368 collegiate institutions in the United States.

—Two cents a pint is charged for water in some Colorado towns.

RAILROAD WARS.

A Gigantic Struggle Imminent—The Contest for the Possession of Jersey.

From the Trenton Gazette, June 27.

There are strong indications that two interesting and gigantic railroad wars are likely to grow out of the projected lease of the United Companies to the Pennsylvania Railroad. The first is a sort of civil or internecine strife, between the two opposing factions into which the stockholders and managers of the joint companies have divided on the subject of the lease. The difference between the advocates and opponents of the lease in the companies has become irreconcilable, and can now only be determined by the arbitrament of the sword of the law. Those in favor of the lease are fully resolved that it shall be effected, while those who oppose are as determined to prevent its consummation. The proceedings begun by the latter in the Court of Chancery are but a mild preliminary to the terrific and deadly contest which will subsequently be fought in the Legislature. Here will inevitably be the battle-ground of these corporate Titans, and all the enormous resources of strategy and patronage, and the other potent influences which have in times past been employed to discomfit the plans of the enemies of the monopoly, will now be wielded by these belligerent factions against each other. The conflict will be characterized by all the acrimony and relentlessness which civil contests of all sorts ever invoke. Gigantic diverse interests, as well as strong professional pride, will contend for the mastery. If the legal proceedings inaugurated in the Court of Chancery shall prove the authority on which the proposed lease is based to be defective, resort will, of course, be had to the next Legislature to perfect that authority. The efforts of the assenters to the lease to obtain and of the dissenters to prevent this legislation will constitute one of the most remarkable and exciting railroad wars that has ever been fought on the old legislative battle-ground.

But suppose the anti-leasers triumph, both in the courts and in the Legislature. Then the two belligerents will have to combine their shattered forces and confront a new, fresh, and most powerful antagonist. The Pennsylvania Railroad Company is resolved to have a road across New Jersey, under its own control, with abundant facilities for the accommodation of its through Western traffic. It would have secured a charter for such a road under the guise of the air line project last winter, if this projected lease had not been held out as an inducement for a suspension of hostilities, and on the understanding that the lease cannot be consummated, the Pennsylvania Company will of course renew its attempts to secure a charter for a new road. Could they be prevented from accomplishing their purpose? Are the United Companies strong enough to successfully contend with that powerful corporation? Hitherto both of these corporate giants have proved successful in all their legislative contests. But the Pennsylvania Company is financially much stronger than the New Jersey corporation, and has fought and won greater battles in contests of a wider and more gigantic character. The event of a war between these hitherto puissant and veteran contestants we do not pretend to predict; we only know that it is certain to take place if the lease is not effected. But it will only be after the other and still more interesting battle between the belligerent factions of the disunited companies has been fought and determined, and then only in the event of the defeat of the advocates of the lease. In this preliminary battle, the moral, if not the material, aid of the Pennsylvania Company will undoubtedly be on the side of the leasers. But the other side will have very strong moral support in this State, and can marshal to their aid an array of veteran fighting talent which is not to be despised.

A WHOLE TOWN DESTROYED.

Over One Hundred Houses Demolished—Many Lives Lost—The Most Terrific Storm Ever Known in Kansas.

From the Walnut Valley (Kansas) Times of June 17.

Last evening Eldorado and surrounding country was visited with one of the most terrible storms ever known in this part of the State. About 8 o'clock in the evening a storm came up from the northwest, accompanied with wind, hail, and rain, and before the people had time to make any preparation for it, the hurricane swept through the town.

The clouds were of inky blackness; the vivid flashes of lightning, accompanied by crashing thunder, caused our citizens to feel that the storm was of no ordinary magnitude. Every moment the gale increased, and, as the rain came down in torrents, the situation became more fearful. Every momentary lull in the storm only seemed to increase its fury, and, in fifteen minutes from the commencement, men, women, and children could be seen flying through the streets, seeking protection from the falling houses.

By this time the air was filled with flying timbers. Large houses were completely demolished; others were unroofed, while others were lifted from their foundations and carried by the wind from forty to two hundred feet. And yet there seemed to be no lull in the storm. As we stood by the window, gazing outward, we could plainly see houses toppling over. The roar of the storm was terrible, and the earth seemed to be tremble beneath our feet.

We have been unable to get any particular news from the surrounding country, but for four or five miles around the same wholesale destruction seems to be visible. Houses were blown down, fences destroyed, and the crops ruined. Many of our people are left in destitute circumstances.

Our town this morning presents a most woe-begone appearance. People who were in comfortable circumstances yesterday are to-day left without anything.

LATER.

Persons from Hickory Creek, in the track of the storm, say that Captain J. A. McGinnis' large dwelling was completely demolished. Eight houses were blown down above Captain Armstrong's. The crops were nearly all destreyed.

Over 150 families have temporary homes with their neighbors. Most of these people are destitute, and stand in need of immediate relief.

A dead man has been taken out of the Walnut river. Several persons will die from injuries received. High water prevents us from receiving fuller reports.

CRUSHED TO DEATH.

Two Men Killed by the Giving Way of a Heavy Timber Trestle.

Yesterday morning, about 11 o'clock, an accident occurred at Cork Run tunnel, four miles below the city, on the Pan-Handle Railway, which resulted in the death of a bricklayer and a laborer. The company have been engaged for some time past in widening the tunnel for the purpose of laying a double track. To keep the sides of the excavation from falling in, large timber cribs were erected on the sides. The bricklayers and laborers were working yesterday morning on the side wall on a trestle which stands about six feet from the ground. About the hour mentioned there were five men on the platform and several on the ground below.

Without any warning noise whatever, some of the large timbers used in keeping the sides of the excavation from falling, gave way and came down with a fearful crash. One of them, a very heavy stick, struck Henry Holtz, a bricklayer, and injured him so severely that he expired in a few minutes. Another piece fell on a laborer named Evan Lewis, who was working on the ground, and broke both of his legs. He was immediately carried home, and although everything possible was done for him, he died about 5 o'clock. The Coroner was notified of the occurrence, and held an inquest over the remains of the men, when a verdict of accidental death was rendered.—*Pittsburg Commercial, yesterday.*

MILLINERY.

MRS. R. DILLON

NOS. 323 AND 331 SOUTH STREET,

FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Crapes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods.

EDUCATIONAL.

COLLEGIATE SCHOOL—BROAD AND WALNUT.—This school comprises:—

I. An advanced class, pursuing the studies of the Freshman year in college.

II. The regular classes, pursuing the five years' course preparatory for college or business.

III. A junior department, for boys not over ten or eleven years of age.

For catalogues apply to the undersigned. Post Office address, during the summer vacation, CHESTNUT HILL, Philadelphia.

6 26 mth3m CHASE & SCOTT.

CHEGARAY INSTITUTE, NOS 1527 AND 1529 SPRUCE Street, Philadelphia, Pa. ENGLISH and FRENCH for *Young Ladies and Misses.* Boarding and day pupils will reopen on MONDAY, September 20. *French is the language of the family, and is constantly spoken in the Institute.*

6 11thstu6m] MADAME D'HERVILLY, Principal.

INSURANCE.

STATEMENT OF THE AMICABLE Mutual Life Insurance Company OF NEW YORK,

On the 31st day of December, 1870, as made to the Auditor General's Department of the State of Pennsylvania.

Capital Stock	$130,000·00
Cash on hand	$511·72
" in Chatham National Bank	4,058·11
" in hands of agents in course of transmission	50,690·07
United States Bonds, issued to Sioux City and Pacific Railroad Co., par value, $100,000; market value	110,500·00
Accrued interest not yet due	1,200·45
Premium loans endorsed on policies	35,155·16
Office furniture at home and branch offices	2,104·30
Revenue stamps	1 09
Bills receivable	1,012·52
Deferred premiums, being balance of quarterly and semi-annual premiums for year	22,913·56
	$228,146·98
Amount of losses during the year, adjusted but not due	$2,116·67
Amount of losses reported to the company but not acted upon	2,000·00
Amount of dividends due and unpaid	7,230·14
Amount of all other claims against the company	14,537·32
Amount required to safely reinsure all outstanding risks, as per the official valuation of the New York Insurance Department	102,892·00
	$128,776·13
Amount of cash premiums received	$66,150·03
Amount of premiums not paid in cash during the year, one-third loan of premium indorsed with policies	26,883·58
Interest received from investments	8,336·14
Income from all other sources, specifying what sources, sale of gold	7·36
	$101,377·11
Amount paid and owing for reinsurance premiums	$880·42
Amount of expenses paid during the year, including commissions and fees paid to agents and officers of the Company	42,155·87
Amount of taxes paid by the Company	2,162·72
Amount of all other expenses and expenditures	29,572·53
Par and market value of the Company's stock per share	100·00
Amount of losses paid during the year	6,000·00
Amount of returned premiums, whether paid or unpaid	7,842·20

Branch Office, No. 430 WALNUT St., PHILADELPHIA.

FRANCIS KEYSER,

6 24 eod 6t GENERAL AGENT.

INSURE IN AN OLD Purely Mutual HOME COMPANY.

NO STOCKHOLDERS TO RECEIVE LARGE DIVIDENDS.

INCORPORATED IN 1847.

THE PENN MUTUAL Life Insurance Company

No. 921 CHESNUT STREET.

Accumulated Fund, nearly......$4,000,000

Receipts for 1870..............$1,250,000

Principal Features—Small expenses, absolute security, large Return Premiums, Prompt payment of Losses, and liberality to the insured.

SAMUEL C. HUEY, President.
SAMUEL E. STOKES, Vice-President.
JOHN W. HORNOR, A. V. P. and Actuary.
H. S. STEPHENS, Secretary.

6 6 21t

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES on Vessels, Cargo, and Freight to all parts of the world.

INLAND INSURANCES on Goods by river, canal, lake, and land carriage to all parts of the Union.

FIRE INSURANCES on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870.

,000	United States Six Per Cent Loan (lawful money)	$333,375 00
160,000	State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000	State of New Jersey Six Per Cent. Loan	168,920·00
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds.	20,700·00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds.	25,250·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Ct. Loan	18,000·00
7,000	State of Tennessee Six Per Ct. Loan	4,200·00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
1,650	Loans on Bond and Mortgage, first liens on City Properties	261,650·00
$1,260,150	Par. C'st, $1,264,447·34. M'kt v'l	$1,293,557·00
	Real Estate	56,000·50
	Bills Receivable for Insurances made	230,971·27
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375·40
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
	Cash	142,911·73
		$1,820,727·97

DIRECTORS.

Thomas C. Hand, John C. Davis, Edmund A. Souder, Joseph H. Seal, James Traquair, Henry Sloan, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Hugh Craig, John D. Taylor, George W. Bernadou, Wm. C. Houston, H. Frank Robinson, Samuel E. Stokes, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob Riegel, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvaine, Thomas P. Stotesbury, John B. Semple, Pittsb'rg, A. B. Berger, Pittsburg, D. T. Morgan, Pittsburg.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary.

People's Fire Insurance Company,

No. 514 WALNUT Street.

CHARTERED 1859.

Fire Insurance at LOWEST RATES consistent with security. Losses promptly adjusted and paid. NO UNPAID LOSSES.

Assets December 31, 1870..............$128,851·78

CHAS. E. BONN, President.
GEO. BUSCH, JR., Secretary.

INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY OF NORTH AMERICA,

Incorporated 1794.

CAPITAL..............$500,000

ASSETS January 1, 1871 $3,050,536

Receipts of '70	2,096,154	
Interests from Investments, 1870	137,050	
		$2,233,2[illegible]
Losses paid in 1870		$1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,932
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN, PRESIDENT.

CHARLES PLATT, VICE-PRESIDENT.

MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary.

DIRECTORS.

ARTHUR G. COFFIN, SAMUEL W. JONES, JOHN A. BROWN, CHARLES TAYLOR, AMBROSE WHITE, WILLIAM WELSH, JOHN MASON, GEORGE L. HARRISON, FRANCIS R. COPE, EDW. H. TROTTER, EDW. S. CLARKE, T. CHARLTON HENRY, ALFRED D. JESSUP, LOUIS C. MADEIRA, CHAS. W. CUSHMAN, CLEMENT A. GRISCOM, WILLIAM BROCKIE.

1829. CHARTER PERPETUAL. 1871

Franklin Fire Insurance Company OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St

Assets Jan. 1, '71, $3,087,452·35

CAPITAL..............$400,000·00
ACCRUED SURPLUS AND PREMIUMS..2,687,452·35

INCOME FOR 1871, $1,200,000. LOSSES PAID IN 1870, $272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

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ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary.

INCORPORATED MARCH 27, 1820.

FIRE ASSOCIATION, No. 34 NORTH FIFTH STREET, PHILADELPHIA.

CAPITAL..............$500,000.

ASSETS, JANUARY 1, 1871, $1,705,319·07.

STATEMENT OF THE ASSETS.

Bonds and Mortgages	$1,546,967·92
Ground Rents	22,980 33
Real Estate	55,920·70
U. S. Gov. 5-20 Bonds	45,000·00
Cash on hand	24,449·62
	$1,705,319·07

DIRECTORS.

William H. Hamilton, John Carrow, George I. Young, Joseph R. Lyndall, Levi P. Coats, Samuel Sparhawk, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster, M. H. Dickinson, Peter Williamson, Joseph E. Schell, Samuel Floyd.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

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DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

OFFICE S. W. CORNER FOURTH AND WALNUT STREETS.

PERPETUAL AND TERM POLICIES ISSUED.

CASH CAPITAL (paid up in full)........$200,000·00
CASH ASSETS, December 1, 1870........600,388·00

DIRECTORS.

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No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS.

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ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

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ASBURY LIFE INSURANCE CO. NEW YORK.

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A. V. STOUT, Vice-President.
EMORY McCLINTOCK, Actuary.

JAMES M. LONGACRE,

MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia.

A. E. M. PURDY, M. D., Medical Examiner.
REV. S. POWERS, Special Agent.

Union Mutual Insurance Company OF PHILADELPHIA.

INCORPORATED 1804.

Fire, Marine, and Inland Insurance.

Office, N. E. Cor. THIRD and WALNUT

LOSSES PAID SINCE FORMATION,

$7,000,000.

ASSETS OF THE COMPANY, JANUARY 1, 1871,

$255,397·89.

RICHARD S. SMITH, President.
JOHN MOSS, Secretary.

ANTHRACITE INSURANCE COMPANY.

INCORPORATED 1854.
CHARTER PERPETUAL.

Office, No. 311 WALNUT Street, between Third and Fourth streets, Philadelphia.

This Company will insure against Loss or Damage by Fire, on Buildings, Furniture, and Merchandise generally.

Also, Marine Insurance on Vessels, Cargoes, and Freights. Inland Insurance to all parts of the Union.

DIRECTORS.

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WILLIAM ESHER, President.
WM. F. DEAN, Vice-President.
W. M. SMITH, Secretary.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA

CLERK'S OFFICE,
PHILADELPHIA, June 2, 1871.

In accordance with a resolution adopted by the Common Council of the City of Philadelphia on Thursday, the first day of June, 1871, the annexed bill, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council

AN ORDINANCE

TO AUTHORIZE A LOAN FOR THE CONSTRUCTION OF CULVERTS AND FOR POLICE PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow at not less than par, on the credit of the city, from time to time, four hundred and twenty-five thousand dollars, to be applied as follows, viz:—First. For the construction of culverts, one hundred and twenty-five thousand dollars. Second. For the purchase of ground and the erection and extension of buildings for Police Station-houses, three hundred thousand dollars. For which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of City Loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars; or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mention, and the interest thereof, are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation, a sum sufficient to pay the interest on said certifiates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city, daily for four weeks, the ordinance presented to Common Council on Thursday, June 1, 1871, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes;" and that the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 6 2 24t

JAMES P. WOOD & CO.,

No. 41 S. FOURTH STREET.

Steam and Hot-water Heating, Gold's Patent Cast Iron Apparatus.

Architects, Builders and others desiring building heated with steam or hot water should not fail to examine this apparatus, which is superior to all the imitations offered for sale. Our cast-iron Radiators are adapted to high as well as low-pressure steam.

Steam-fitting in all its branches done at the shortest notice.

Particular attention paid to ventilation.

B. M. FELTWELL, Superintendent.

WOOD'S AMERICAN KITCHENER,

on the European principle, of neat and durable construction, suitable for public institutions, hotels, and private residences, having powerful water-backs, and its cooking and baking qualities cannot be surpassed.

Also,

WOOD'S PARIS RANGE,

of a new and beautiful design, a superior Cooking and Baking Range, and the best construction for heating purposes yet offered for sale.

Sole Agents for the sale of

GRIFFITH'S PATENT

ARCHIMEDEAN VENTILATORS,

for ventilation, and a sure cure for smoky chimneys.

BALTIMORE FIRE-PLACE HEATERS.

The latest improvements, and the best in the market.

JAMES P. WOOD & CO.,

5 6 stuth 26trp No. 41 S. FOURTH St.

J. T. EASTON. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,

No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

WILSON'S

CARPET CLEANING ESTABLISHMENT,

4 1 3m No. 611 South SEVENTEENTH Street.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. etc., No. 223 CHESNUT Street, Philadelphia.

AMUSEMENTS.

MÆNNERCHOR GARDEN, N. E. CORNER COATES and FRANKLIN Streets.

CARL SENTZ'S GRAND INSTRUMENTAL CONCERTS,

EVERY EVENING, from June 30 to September 8.

Season Tickets, admitting one gent and lady.. $5·00
Packages of four tickets.............. 1·00

Are now ready at Messrs. North & Co.'s, Chestnut street, below Eleventh; Andre & Co.'s, No. 1104 Chestnut street; Louis Meyer's, No. 1413 Chesnut street; Fred. Weihenmayer's, No. 707 Coates street.

H. TORCHIANA,
6 27 tuwth3t Business Agent.

SIMPSON'S NEW MUSEUM AND MENAGERIE, N. W. COR. NINTH AND ARCH STREETS.

Open daily. Admission 25 cents.

500,000 CURIOSITIES.

In the Lecture Room, the beautiful Drama, SEA OF ICE; OR, A MOTHER'S PRAYER.

EVERY EVENING, and WEDNESDAY and SATURDAY MATINEES.

New Scenery. New Dramas produced.

POWERFUL CAST OF CHARACTERS.

LOOK OUT FOR "FOURTH" OF JULY!

SAFE DEPOSIT COMPANIES.

THE PENNSYLVANIA COMPANY FOR INSURANCES ON LIVES AND GRANTING ANNUITIES.

Office No. 304 WALNUT Street.

INCORPORATED MARCH 10, 1812.

CHARTER PERPETUAL.

CAPITAL $1,000,000.

SURPLUS UPWARDS OF $750,000.

Receive money on deposit, returnable on demand, for which interest is allowed.

And under appointment by individuals, corporations, and courts, act as

EXECUTORS, ADMINISTRATORS, TRUSTEES, GUARDIANS, ASSIGNEES, COMMITTEES, RECEIVERS, AGENTS, COLLECTORS, ETC.

And for the faithful performance of its duties as such all its assets are liable.

CHARLES DUTILH, President.
WILLIAM B. HILL, Actuary.

DIRECTORS.

Charles Dutilh, Henry J. Williams, William S. Vaux, John R. Wucherer, Adolph E. Borie, Alexander Biddle, Joshua B. Lippincott, Charles H. Hutchinson, Lindley Smyth, George A. Wood, Anthony J. Antelo, Charles S. Lewis, Henry Lewis.

PLUMBING, GAS FITTING, ETC.

PANCOAST & MAULE,

THIRD and PEAR Streets,

Plain and Galvanized Wrought and Cast Iron Pipes

For Gas, Steam and Water.

FITTINGS, BRASS WORK, TOOLS, BOILER TUBES.

STEAM HEATING

Pipe of all Sizes Cut and Fitted to Order

CARD.

Having sold HENRY B. PANCOAST and FRANCIS I. MAULE (gentlemen in our employ for several years past) the Stock, Goodwill and Fixtures of our RETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR Streets, in this city, that branch of our business, together with that of HEATING and VENTILATING PUBLIC and PRIVATE BUILDINGS, both by STEAM and HOT WATER, in all its various systems, will be carried on under the firm name of PANCOAST & MAULE, at the old stand, and we recommend them to the trade and business public as being entirely competent to perform all work of that character.

MORRIS, TASKER & CO.

Philadelphia, Jan. 22, 1870.

FIRE AND BURGLAR PROOF SAFES

STEAM FIRE-PROOF SAFES,

SANBORN'S PATENT Burglar-Proof Safes,

Of Welded Steel and Iron,

MADE BY

AMERICAN STEAM SAFE CO.

No. 32 S. FOURTH St.

E. W. THOMAS. 3 1 stuth6mrp

ICE.

"PRICE OF ICE LOW ENOUGH TO SATISFY ALL."

"BE SURE KNICKERBOCKER IS ON THE WAGON."

KNICKERBOCKER ICE COMPANY.

THOS. E. CAHILL, President.
E. P. KERSHOW, Vice-President.
A. HUNT, Treasurer.
E. H. CORNELL, Secretary.
T. A. HENDRY, Superintendent.

Principal Office,
No. 435 WALNUT Street, Philadelphia.

Branch Offices and Depots,
North Pennsylvania Railroad and Master street.
Ridge Avenue and Willow street.
Willow Street Wharf, Delaware avenue.
Twenty-second and Hamilton streets.
Ninth Street and Washington avenue.
Pine Street Wharf, Schuylkill.
No. 4833 Main Street, Germantown.
No. 21 North Second street, Camden, N. J., and Cape May, New Jersey.

1871. Prices for Families, Offices, etc. 1871.

8 pounds daily, 50 cents per week.
12 " " 65 " " "
16 " " 80 " " "
20 " " 95 " " "

Half bushel or forty pounds, 20 cents each delivery. 4 28 36t

BAKER ARNOLD & CO.,

No. 710 CHESNUT Street,

Invite attention to their large assortment of

GAS FIXTURES

OF NEW AND BEAUTIFUL DESIGNS,

FINISHED IN GOLD-GILT, ORMOLU, VERD-ANTIQUE AND IMPERIAL BRONZE,

Which they offer at prices

Lower than Ever Before Known.

6 5 1mrp

WANTED—THE SERVICES OF ACTIVE AND reliable men are desired to act in the counties of this State and in the city of Philadelphia as AGENTS of one of the oldest and largest Life Insurance Companies in the United States. Energetic business men now out of employment, and who have never done life insurance business, preferred. Address, giving reference, etc., Post-office Box 1849, Philadelphia. 6 27 6t*

WANTED IN AN OFFICE—A YOUTH WHO writes a good hand; wages $3 a week. Address, in handwriting of applicant, "Office Boy, Post Office Box 1870." 6 24 6t

Evening Telegraph

PUBLISHED EVERY AFTERNOON

(SUNDAYS EXCEPTED),

AT THE EVENING TELEGRAPH BUILDING,

No. 108 S. THIRD STREET,

PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

THURSDAY, JUNE 29, 1871.

☞ THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the *Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser*, and *Evening Express*. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. In March, 1870, we entered into a special contract by which THE EVENING TELEGRAPH has the *exclusive* use of the news furnished in the afternoon by the Associated Press to its own members, the *North American, Inquirer, Ledger, Press, Age, Record*, and *German Democrat*, of this city, and the leading journals of the East, North, West, and South; and hereafter THE TELEGRAPH will be the *only evening paper published in this city* in which the afternoon despatches of the Associated Press will appear.

☞ The earliest regular edition of the THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the compilations in Europe, extra editions will be issued after this hour, and before the regular time for the early edition.

THE CITY TICKETS.

THE Democratic nominating conventions of Philadelphia concluded their labors yesterday; and while all the nominees on their city ticket are not unexceptionable, the Democratic party, as a party, deserves credit for an earnest effort to select candidates from its best, rather than its worst, material. This policy may have been reluctantly adopted on account of the necessity of creating or enlarging a division in the Republican ranks; and the studied avoidance of resolutions constructing a partisan platform may be attributed to a similar motive; but the fact nevertheless remains that the Philadelphia Democracy have learned wisdom from experience, that they have advanced and elevated the character of their nominations, and that they have refrained from obtruding their screeds of doctrine upon any Republicans who might, presumably, be disposed to support one or more of their nominees. They have sought strength in men rather than in principles, in an apparent temporary ignoring or abeyance of Democracy, rather than in a defiant avowal of its tenets; and while the rank and file of the unterrified will be expected to vote for the ticket on the old plan of sustaining it

"—— therefore,
Without a single why or wherefore,"

an unusual, if not an unprecedented, amount of care has been taken to attract Republican support. Thus, in the Mayor's Convention, the President, with a full knowledge of the result of its deliberations, inasmuch as there was but one candidate, expressed an earnest desire that the nominee should be a man of "courage, independence, ability, experience, knowledge of our city affairs, and, above all, a man of unblemished integrity and honor." In the Judiciary Convention a resolution was adopted warmly applauding the Republican and anti-slavery Judge, George M. Stroud, whose term is about to expire. In the City Solicitor's Convention, the nominee, in his speech, dwelt mainly upon the necessity of local reform. In the District Attorney's Convention the nominee spoke of the position he now fills "as one created, not for personal or partisan purposes, but solely for the public good," and intimated his intention, if re-elected, to continue to discharge the duties of the office on strictly legal instead of partisan principles. And in the Prothonotary's Convention a resolution was adopted expressing sympathy with the Law Association in its efforts for reform.

Intelligent Republicans will neither be deluded by anything that is deceptive in the Democratic policy and nominations, nor will they, on the other hand, totally disregard its real significance. If the Republican nominating conventions had all been animated by a spirit akin to that which has controlled the action of the Democrats, there would be no reasonable doubt at the present moment of the election of the entire Republican ticket. But while the Republican nominations defied disaffection and disregarded the plainest dictates of true party policy, the cooler and wiser heads of the opposition have made extraordinary exertions to secure complete harmony within their own ranks and to conciliate Republicans.

With these plain facts staring him in the face, every voter should act according to the dictates of his own judgment and conscience. It is growing more important to the welfare of the city, year after year, that honest, capable, and entirely trustworthy men should be elected to all influential local offices; and while every Republican naturally prefers to see such positions filled by members of the Republican party, provided the incumbents demean themselves in a becoming manner, no intelligent Republican can find consolation in wordy and false professions of Republicanism for the fact that a perverter of justice, an extortioner, or a Ring robber has been elevated to power by the aid of his vote. There is a crying necessity for reform in the administration of all local affairs, and it is high time that all good citizens should address themselves earnestly to this task, making its accomplishment paramount, instead of subordinate, to despicable partisan intrigues, vague partisan advantages, or corrupt personal designs. The best votes cast in this city on local questions, and for or against local nominees, are those which are not controlled by partisan considerations. The Democrats who, at the commencement of the war and during its progress, broke old party ties and sustained local as well as national Republican candidates, thereby rendered inestimable service to their country; and few or none of those Republicans who aided in placing Judge Ludlow on the bench of this city have cause to regret that action. Above and beyond partisan ties all Philadelphia voters are citizens of a great municipality, which in local elections has the first and highest claim upon their consideration; and any thoroughly bad, incompetent, corrupt, or disgraceful nominee on either ticket should be cut by the members of the party disgraced by such a nomination with as little hesitation as a mad dog is killed or a murderer sent to prison.

THE COMMENCEMENT SEASON.

THE most inattentive newspaper-reader must have been struck during the past fortnight by the uncommon interest shown this year in the college commencements. The concern manifested has, indeed, been unexampled. In no previous season have as many students graduated, nor have so many distinguished people ever been present at commencement services. Neither have the papers ever before reported these exercises so fully. At Princeton the President and two members of his Cabinet, a number of the principal officers of the army, and a host of other prominent persons, all assisted on class day and at the graduating ceremonies. Such interest in college affairs was probably never before shown in the United States, and although Princeton has taken the lead, other colleges have held their commencements with somewhat similar *eclat*. Harvard has just graduated the largest class that has ever left that college, and the classes of Yale and Brown, which are to graduate in the course of a few days, are described as being the largest and ablest bodies that have ever left those time-honored walls. The principal commencements already held have been the following:—West Point, Harvard, Princeton, Columbia, Williams, Cornell, Vassar, Rutgers, Lafayette, Dickinson, Lewisburg, Pennsylvania Military Academy, Lehigh University, and Lincoln University. The last six are Pennsylvania institutions. Several have been held that are not included in this list, and some of the most notable of all have yet to be celebrated. The University of Pennsylvania has its commencement to-day in this city, and Amherst, and Bowdoin, as well as Yale and Brown, already mentioned, and other famous institutions, will keep up the commencement fever for some time longer. We are of those who believe that these facts are of the greatest importance to our young men and to society at large. They offer strong evidence that the leaven of education is raising the public mass. The interest taken in our higher schools is one of the surest signs of a peaceful but mighty revolution in society, one that has determined and is daily determining that the future of this country depends on the knowledge, attainments, and refinement of its citizens. Man shall not live by bread alone. The saying is old, but not as old as the truth it embalms, and which grows more potent as the years roll resistlessly by. There are other and higher needs than those of the body. The mental necessities of man are great; the increasing culture of the age renders them all-compelling, and the result is seen in the greater demand upon our higher colleges, and in the superior work done, year after year, by those institutions. May they increase!

WE are pleased to learn that John Rice, Esq., has returned to the city from his prolonged visit to California and the West, with renewed health, vigor, and spirits. Mr. Rice is one of our most energetic citizens, and Philadelphia cannot spare him long at a time. The experience and rejuvenation gained by him in his Western tour we shall expect to result in continued well-directed efforts for the municipal good.

NOTICES.

THERE IS TRUE ECONOMY
IN THE
PURCHASE OF ONE OF
WANAMAKER & BROWN'S
SPLENDID SUMMER DUST COATS,
For Travelling, Driving, or Walking.
In Style, Quality, and Price they are Unequalled.
We are daily receiving large lots of
LINEN COATS, PANTS, AND VESTS.
DUCK COATS, PANTS, AND VESTS.
DRAP D'ETE COATS, PANTS, AND VESTS.
ALPACA COATS.
WHITE MARSEILLES VESTS.
FRENCH CASSIMERE PANTS, STRIPED.
YOUTHS' SUITS.
BOYS' JACKETS AND PANTS.
CHILDREN'S "HARVARD SUITS."
CHILDREN'S "SEASIDE" SUITS.
CHILDREN'S "DERBY" SUITS.
CHILDREN'S "CONTINENTAL" SUITS.
CHILDREN'S DEPARTMENT ON FIRST FLOOR.
THE INDUCEMENTS
WE NOW OFFER ARE
A BETTER CLASS OF
READY-MADE CLOTHING
THAN ANY STOCK EVER MADE UP IN PHILADELPHIA,
AT LOWER PRICES
than usually charged for very inferior goods.
WANAMAKER & BROWN,
WANAMAKER & BROWN,
WANAMAKER & BROWN,
OAK HALL,
OAK HALL,
OAL HALL,
THE LARGEST CLOTHING HOUSE IN AMERICA,
S. E. CORNER SIXTH AND MARKET STREETS.

3226 CHESNUT ST. 3226

TO LET.

All the Modern Conveniences,
and in Perfect Order.

RENT LOW. APPLY WITHIN. 6 29 3t

NOTICE TO SHIPPERS.—THE STEAMSHIP PIONEER, running between this port and Wilmington, N. C., will be withdrawn for repairs on the completion of her present voyage. Due notice will be given when she is ready to resume her place on the line.
WM. L JAMES, General Agent.
6 27 3t Philadelphia and Southern Mail S. S. Co.

FURNITURE.

CONTINUATION
BY
GOULD & CO.
OF THE
GIVING AWAY
OF
FURNITURE

To be Continued for Two Days More at all Three of
Gould & Co's
FURNITURE STORES.

During the great rush for Furniture at
Gould & Co.'s New Palace,
At the Northeast Corner of NINTH and MARKET Streets,

All could not possibly be attended to during the three Grand Opening Days.

GOULD & CO. therefore will continue giving as a present to each and every purchaser a piece of Walnut Furniture for two days more at all three of their establishments, in order to give an opportunity of securing a present to the great number who could not possibly be attended to before.

COULD & COMPANY,
Furniture Palace,
N. E. Corner NINTH and MARKET,
Nos. 37 and 39 NORTH SECOND STREET,
AND
No. 1206 MARKET STREET,
6 29 2t4p PHILADELPHIA.

FURNITURE
AT COST.
A. BARLOW,
No. 45 SOUTH SECOND STREET,
Offers his extensive stock of
FURNITURE
AT COST,
FOR CASH,
DURING THE MONTH OF JUNE.

This is a rare opportunity, as his Furniture is of First Quality, patterns new, and designs beautiful. 6 20 10trp

REAL ESTATE AT AUCTION

PEREMPTORY SALE.—THOMAS & SONS, Auctioneers.—On Tuesday, July 11, 1871, at 12 o'clock noon, will be sold at public sale, without reserve, at the Philadelphia Exchange, the following described ground rents, viz.:—

No. 1. Well-secured irredeemable ground rent, $60 a year, silver. All that well-secured irredeemable ground rent of $60 a year, clear of taxes, issuing out of all that lot of ground, situate on the north side of St. Joseph street, 81 feet west of Seventeenth street, No. 1711; containing in front on St. Joseph street 15 feet, and extending in depth 67 feet to a 3-feet wide alley. It is secured by a three-story brick dwelling. Interest punctually paid.

No. 2 Well-secured irredeemable Ground Rent, $28 25-100 a year—silver. All that well-secured, irredeemable ground rent, clear of taxes, issuing out of all that lot of ground, situate on the south side of Girard avenue, 29 feet 9 inches west of Howard street; thence northward 43 feet, more or less; thence southward 2 feet; thence westward 14 feet 10½ inches; thence northward 45 feet, more or less, to Girard avenue; thence eastward 14 feet 10½ inches to the place of beginning. It is secured by a three-story brick dwelling. Interest punctually paid. Sale absolute.

M. THOMAS & SONS, Auctioneers,
6 29 J1 8 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Valuable Business Stand.—Three-story Brick Building, No. 827 North Fourth street, known as the "Lafayette Hose House," with four Dwellings in the rear. On Tuesday, July 11, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that valuable three-story brick building, with one-story back building and lot of ground, situate on the east side of Fourth street, north of Brown street, No. 827; containing in front on Fourth street 20 feet, and extending in depth 141 feet 6 inches to Charlotte street—2 fronts. Also, a two-story brick dwelling and 3 frame dwellings in the rear. Terms—cash. Clear of all incumbrance. Immediate possession.

M. THOMAS & SONS, Auctioneers,
6 29 J1 8 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Business Stand.—Three-story Brick Store and Dwelling, S. E. corner of Somerset and Coral streets, Nineteenth ward, 100 feet front. On Tuesday, July 11, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that three-story brick store and dwelling and lot of ground, situate at the southeasterly corner of Somerset and Coral streets, Nineteenth ward; containing in front on Coral street 100 feet 11⅝ inches, and on Somerset street 72 feet. The house is new, surrounded with a high board fence, and has the modern conveniences. Immediate possession. May be examined. Terms—$3500 may remain on mortgage.

M. THOMAS & SONS, Auctioneers,
6 29 J 1 8 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Three-story Brick Dwelling, No. 2309 Ellsworth street. On Tuesday, July 11, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that three-story brick dwelling and lot of ground, situate on the north side of Ellsworth street, 128 feet west of Twenty-third street, No. 2309; containing in front on Ellsworth street 16 feet, and extending in depth 60 feet. The house contains 6 rooms, is neatly papered throughout. Subject to a yearly ground rent of $72. Immediate possession.

M. THOMAS & SONS, Auctioneers,
6 29 J 1 8 Nos. 139 and 141 S. FOURTH Street.

REFRIGERATORS.
A SUPERIOR ASSORTMENT AT
Wholesale and Retail. All at Low Prices.
P. P. KEARNS Manufactures his own Refrigerators.
No. 39 North NINTH Street,
6 20 1m4p BELOW ARCH STREET.

WINES.

DELICACIES FOR THE TABLE.

Every variety of the CHOICEST DELICACIES for the table, including the finest quality of WINES of every description, at the lowest Cash Prices, and wholesale at wholesale prices.

E. BRADFORD CLARKE,
(SUCCESSOR TO SIMON COLTON & CLARKE,)
S. W. Corner BROAD and WALNUT,
6 22 tuths4p PHILADELPHIA.

CLOTHING.

FOR YOUR SUMMER JAUNT

Take along with you
AN EASY FITTING CASSIMERE SUIT.
A NICE LINEN DUCK SUIT.
SOME WHITE DUCK VESTS.
A THIN ALPACA COAT.
A COMFORTABLE DUSTER.

All the above, together with any other Summer Clothes you can think of
Either for yourself or your Boy,
Can be obtained very cheap,
Ready-made or made to order,
AT THE
GREAT BROWN HALL
OF
ROCKHILL & WILSON,
603 and 605 CHESNUT STREET.

HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & CO.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA, PA.
TO BE SOLD
All our stock of
Ready-made Clothing,
Which is to be disposed of to enable us to carry on solely a CUSTOMER BUSINESS. The sale is imperative, and the Reductions in Prices are startling and real, while the high reputation our READY-MADE GARMENTS have obtained for general good style, elegance, fineness, and durability of both fabric and making, cause the prices to which we refer you to be notable and extraordinary.
Fine Light Weight Coats, $8 00, $9 00, $10 00, $12 00.
" " " Cassimere Pants, $5 00, $6 00, $7 00.
" " " Vests, $1 00, $1 50, $1 75, $2 00.
" Duck Pants, $3 00, $4 00.
" Duck Brown Pants, $2 00, $2 50; Vests, $1 50, $1 80.
50 to 75 per cent. below regular prices.

WESTON & BROTHER,
TAILORS,
S. W. Corner NINTH and ARCH Sts,
PHILADELPHIA.
A full assortment now in store
OF THE CHOICEST NOVELTIES OF THE SEASON
FOR GENTLEMEN'S WEAR.
A SUPERIOR GARMENT AT A REASONABLE PRICE. 4 8 3mrp

PIANOS.

STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.
Special attention is called to their
PATENT UPRIGHT PIANOS.
CHARLES BLASIUS.
Warerooms, No. 1006 CHESNUT Street, Philadelphia. 4 13 tfrp

PIANOS AND ORGANS.
GEO. STECK & CO.'S. BRADBURY'S, BAINES' BROS', } PIANOS,
AND
MASON AND HAMLIN'S CABINET ORGANS,
GOULD & FISCHER,
No. 923 CHESNUT Street.
J. E. GOULD. No. 1018 ARCH Street.
WM. G. FISCHER. 1 17 tf4p

ART GALLERY.

Established in 1765.
McCANN'S
Art Galleries and Warerooms,
No. 910 CHESNUT Street.
Oil Paintings,
Mirrors,
Tables,
Frames,
Cornices, Etc.
All Chromos reduced 30 per cent. on former prices. 1 stuth 6mrp

TENTS.

ARMY TENTS, NEW AND SECONDHAND.
PITKIN & CO.,
6 29 thstu3t* No. 71 North SECOND Street.

PROCLAMATION BY THE MAYOR.
OFFICE OF THE MAYOR OF THE CITY OF PHILADELPHIA, JUNE 29, 1871.

Notice is hereby given that the Police force have been instructed to rigidly enforce the ordinance prohibiting the firing of crackers, squibs, chasers, rockets, and other fireworks, and the firing off of guns, pistols, and other firearms on the coming 4th of July. Parents, guardians, and others, the heads of families, are earnestly requested to co-operate with the officers in this respect, so that the good order and quiet of the city may be maintained, and casualty by fire in a great measure avoided.

By order of the Mayor.
ST. CLAIR A. MULHOLLAND,
6 29 4t Chief of Police.

EXCURSIONS.

FOURTH OF JULY EXCURSION
TO THE GRAND
OCEAN REGATTA
AT CAPE MAY,
On TUESDAY, the FOURTH OF JULY,
VIA WEST JERSEY RAILROAD, BY
EXTRA TRAIN.
Fare for the Excursion.....$2·00
Leave Market Street (Upper Ferry) at 6·00 A. M.
TUESDAY MORNING, July 4.

This Regatta promises to be the most attractive of any that has ever taken place on our American waters. The finest fleets and fastest vessels of this country are entered, and competition for the valuable prizes offered is anticipated by the numerous foreign yachts now visiting our shores.

EXCURSION TICKETS
Sold by the regular trains on Saturday, Sunday, and Monday, good to return on Wednesday, July 5,
FARE, $5·00. 6 29 4t

FOURTH OF JULY
AT THE
Sea Shore,
Via Camden and Atlantic Railroad.
Excursion Tickets
WILL BE ISSUED ON TUESDAY, JULY 4,
For Atlantic City, at.....$2·00
Leaving Vine Street Ferry at.....8·00 A. M.
Leaving Atlantic City at.....4·35 P. M.
Arriving in Philadelphia in time for the display of fireworks on Broad street.
6 28 5t D. H. MUNDY, Agent.

Camden and Amboy and Philadelphia and Trenton Railroads.

FOURTH OF JULY
Excursion for New York.
Excursion Tickets, $4 for the Round Trip,
Will be sold from Philadelphia for all Trains of 1st, 2d, 3d and 4th of July, good only to return from New York July 4th or 5th.
J. W. GORE,
6 29 3t General Ticket Agent.

FOR CAPE MAY.—THE NEW AND elegant steamer SUE, Captain Veasey, will leave ARCH STREET WHARF, on Thursday and Saturday mornings, June 29 and July 1, at 8½ o'clock, returning on Friday and Sunday. The SUE has handsome state room accommodations, and is fitted up with everything necessary for the safety and comfort of her passengers. Fare, including carriage hire, $2·50; Children, $1·50; Servants, $1·75. The SUE will make an extra trip on Monday, leaving Arch Street Wharf at 10 o'clock, and return on Wednesday.
G. H. HUDDELL,
G. TAGGART.
6 27 5t Office, 48 N. DELAWARE Avenue.

THE GRAND REGATTA AT CAPE MAY ON THE 4TH OF JULY.
The new and elegant steamer SUE will make an excursion trip on MONDAY, July 3, leaving ARCH Street wharf at 10 A. M., and returning on Wednesday morning at 7·45. Excursion tickets, good to return on Wednesday.....$4
Each way.....$2·25
On the 4th of July the SUE will accompany the race of the yacht squadron, having been engaged by the committee for that purpose. Tickets for this occasion, $2·50, can be had at the Continental Hotel, Girard House, Washington House and St. Cloud, and at the office, No. 48 N. DELAWARE Avenue.
A limited number will only be sold.
G. H. HUDDELL.
6 27 5t CALVIN TAGGART.

FOURTH OF JULY EXCURSION OVER THE PENNSYLVANIA CENTRAL RAILROAD.
Excursion Tickets will be sold from Philadelphia to all stations on the Pennsylvania Central Railroad and Branches, July 1, 2, 3, and 4, good for the return trip from July 1 to 8, 1871, inclusive. 6 29 4t

DRUGS, ETC.

Genuine Olive Oils,
FOR TABLE USE.
COX'S SPARKLING GELATINE, RIO TAPIOCA, BERMUDA ARROW ROOT, SCOTCH OAT MEAL, now landing and for sale by
ROBERT SHOEMAKER & CO.,
IMPORTING DRUGGISTS,
N. E. Corner FOURTH and RACE Streets.

Elder Flower Soap.
Just received, by the Flora Hulburt, from London, an invoice of BENBOW'S CELEBRATED ELDER FLOWER, WINDSOR, GLYCERINE, and HONEY SOAPS.
ROBERT SHOEMAKER & CO.,
N. E. Corner FOURTH and RACE Streets,
6 1 2m4p PHILADELPHIA.

GENUINE CASTILE SOAP.
"CONTI" BRAND, BOTH WHITE and MOTTLED.
400 boxes now landing from brig Cuba, direct from Leghorn, Italy.
ALSO,
TUSCAN OLIVE OIL IN FLASKS.
ROBERT SHOEMAKER & CO.,
Importing Druggists,
6 12 1mrp] S. E. corner FOURTH and RACE Sts.

TRAVELLERS' CREDITS.
Our Letter of Credit gives the holder the privilege of drawing either on
DREXEL, HARJES & CO., Paris,
IN FRANCS,
OR ON
Messrs. A. S. PETRIE & CO., London,
IN STERLING,
As may be found most convenient or profitable, and is available throughout Europe. To parties going abroad we offer special facilities, collecting their interest and dividends during their absence without charge.
DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
PHILADELPHIA.

PARASOLS, 75c., $1, $1·25; LINED, $1·25, $1·50, $1·75; Silk Sun Umbrellas, 90c., $1, $1·25, $1·50, at DIXON'S, No. 21 S. EIGHTH St. 5 tf

RACES.



LONG BRANCH RACES,
MONMOUTH PARK,
$33,200.
FIVE DAYS,
THREE RACES EACH DAY,
One o'clock P. M.
TUESDAY, 4th JULY.
WEDNESDAY, 5th JULY.
THURSDAY, 6th JULY.
FRIDAY, 7th JULY.
SATURDAY, 8th JULY.
TUESDAY, 1st AUGUST,
AND CONTINUE FIVE DAYS.

FIRST DAY.
JULY THE FOURTH.
FIRST RACE—THE GRAND NATIONAL STEEPLE CHASE.
For all ages. About three miles. $2000.
SECOND RACE—TRIAL PURSE.
For all ages. Dash of one mile. $600.
THIRD RACE—THE JERSEY DERBY STAKES, $3050.
One and a half miles. Thirty-one entries.

SECOND DAY.
WEDNESDAY, JULY 5.
FIRST RACE—THE HOPEFUL STAKES, $1400.
For two-year-old Colts and Fillies. Half a mile. Eighteen entries.
SECOND RACE—PURSE $700.
Mile heats. For all ages.
THIRD RACE—THE MONMOUTH CUP, $2950.
For all ages. Two miles and a half. Fifteen entries.

THIRD DAY.
THURSDAY, JULY 6.
FIRST RACE—SELLING RACE. PURSE, $500.
For all ages. One and a quarter miles.
SECOND RACE—THE MONMOUTH OAK STAKES, $2900.
For three-year old Fillies. One mile and a half. Twenty-four entries.
THIRD RACE—THE LONG BRANCH STAKES, $1700.
For all ages. Two miles. Fourteen entries.

FOURTH DAY.
FRIDAY, JULY 7.
FIRST RACE—THE JULY STAKES, $1150.
Three-quarters of a mile. Thirteen entries.
SECOND RACE—THE AMERICUS CLUB PURSE, $2500
For all ages. Mile heats. Best three in five.
THIRD RACE—THE TWEED PURSE, $1000.
For beaten horses, all ages. One and a half miles.

FIFTH DAY.
SATURDAY, JULY 8.
FIRST RACE—HURDLE RACE, $300.
Two miles. Eight hurdles.
SECOND RACE—PURSE, $1000.
For all ages. Dash of three miles.
THIRD RACE—THE MONMOUTH SEQUEL STAKES, $2350.
Two miles. Twenty-seven entries.

Badges, entitling the holder to the Quarter Stretch and Grand Stand:—During the meeting, $12; or for one day, $3.
Entrance to field, $1; to the Grand Stand, $1 extra.
Pools will be sold every evening at the West End Hotel, and on the Course every day during the races, by Underwood & McGown.
The accommodations going to the Course, while there, and returning, will be unequalled.
The trains from and to Philadelphia will stop at the entrance to the Park.
AMOS ROBINS, President.
6 29 th s2t W. E. RAYNOR, Secretary.

MONMOUTH PARK.
GRAND RACES AT LONG BRANCH.
July 4th, 5th, 6th, 7th, and 8th.
Excursion Tickets will be sold from Philadelphia on the above days, good to return on or before the 10th inst. $4 for the round trip.
Trains leave Walnut Street Wharf, via Camden and Burlington County and New Jersey Southern Railroads, at 7 A. M., 2 30 and 4 P. M. for Long Branch. Return Trains leave Long Branch for Philadelphia at 7·05 and 8·38 A. M., and 6·28 P. M.
Tickets can be procured at the office, No. 838 Chesnut street, or at the wharf before departure of trains.
J. W. GORE,
6 29 3trp General Ticket Agent.

FINANCIAL.

THE
Eight Per Cent. Mortgage Bonds
OF THE
NEW ORLEANS, MOBILE, AND TEXAS
RAILROAD COMPANY.
Offer very superior advantages to parties desiring the safest and most profitable reinvestment of
JULY DIVIDENDS,
Or other surplus funds. These bonds are based upon
1ST—THE BEST LOCATION in the South for a largely paying road.
2D—ONE OF THE STRONGEST RAILROAD COMPANIES IN the country, the list of leading stockholders embracing Hon. EDWIN D. MORGAN, Hon. JOHN A. GRISWOLD, Messrs. MORTON, BLISS & CO., J. & W. SELIGMAN & CO., L. VON HOFFMAN & CO., JAMES H. BANKER, HARRISON DURREE, JOHN STEWARD, and other well-known capitalists.
3D—THE EXPENDITURE, by the stockholders, of nearly TEN MILLIONS OF DOLLARS of their own funds in the construction of the line, before offering bonds for sale. To thirds of the entire line is already built.
4TH—STATE AID, from Louisiana, to the amount of more than eight million dollars. The
FIRST MORTGAGE BONDS
now offered are only in the denomination of $1000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. Price, 90, and accrued interest from May 1.
One thousand dollars invested in these eight per cent. bonds will give the purchaser *more than seventy-seven per cent.* greater annual interest than the same amount invested in the new Government Five Per Cents.
Subscriptions will be received in Philadelphia
DE HAVEN & BRO.,
No. 40 S. THIRD STREET,
Of whom full information concerning the Company and the road can be obtained.
W. B. SHATTUCK,
Banker and Financial Agent, N. O., M. & T. R.R. Company,
6 27 No. 23 NASSAU Street, N. Y.

WE ARE NOW PREPARED TO DRAW EXCHANGE ON
Drexel, Harjes & Co.,
PARIS,
IN SUMS TO SUIT.
DREXEL & CO.,
6 22 thstu1m No. 34 South THIRD Street.

WILMINGTON AND READING RAILROAD COMPANY.
The Coupons of the Second Mortgage Bonds of the Company, due July 1, will be paid on and after that date, at the Office of DE HAVEN & BRO., No. 40 S. THIRD Street, Philadelphia.
6 27 10t W. S. HILLES, Treasurer.

INDEPENDENCE HALL AND SQUARE.

The Proposals of the Connecticut Legislature for the Purchase of the Property by the United States.

[The following letter from a casual correspondent, written in Concord at the time the resolutions were offered in the New Hampshire Legislature in reference to Independence Hall and Square, failed to reach us with the resolutions. The letter explains the patriotic object, and its kindly suggestions will be an attractive feature in the programme for the 4th of July, 1876—ED.]

From an Occasional Correspondent.

CONCORD, N. H., June 27.

The preamble and resolutions offered in the Legislature of this State by Judge Bingham, of Littleton, requesting the Federal Representatives of the State to present and vote for a bill in Congress for the purchase of Independence Hall and Square in the city of Philadelphia by the Government of the United States, and to formally dedicate and consecrate the same to constitutional liberty and independence on the fourth day of July, 1876, the one hundredth anniversary of the promulgation of the Declaration of Independence, were conceived and offered in a spirit of patriotism natural to the people of New Hampshire. The love of liberty seems to be indigenous to the mountain people of the habitable globe. We need but refer to the ancient Greeks, the Swiss, the Highland Scotch, or in our own country to the noble sacrifices and devotion of the people of East Tennessee, the mountains of North Carolina, Kentucky, and West Virginia, to the principles announced in the Declaration from the steps of the Hall in 1776.

It is proposed by the gentlemen having charge of the resolutions that the hall and square should be formally dedicated by the President on the centennial of the declaration, in the presence of the Supreme Court of the United States, the Cabinet, the Senate, House of Representatives, Governors, and Legislatures of the various States, and that the descendants of the signers of the Declaration of Independence be invited to be present to receive the right conveyed to them of the use of the hall on each succeeding Fourth of July throughout all time. This will be a feature of the ceremonial programme to pass from generation to generation with the Declaration itself.

The method of improving the grounds, as discussed here, contemplates the erection of a bronze statue of Washington on the present site of the west wing, near the corner of Sixth and Chesnut streets, and a similar one of General Lafayette near the corner of Fifth and Chesnut streets, with the statues of the signers properly arranged in the rear. This would present the military front of the Revolution, backed by the civil power, which launched us upon the sea of nations. When the title to the property has been acquired by the Government of the United States, I have no hesitation in saying that the State of New Hampshire will mount upon her own granite, in imperishable bronze, statues of Josiah Bartlett, William Whipple, and Matthew Thornton.

The money to be paid for the property by the Government of the United States is to be employed in erecting in Fairmount Park suitable buildings for the accommodation of the exhibition of the products of the industries and other interests of the States and all nations participating in the Centennial International Exposition.

CITY ITEMS.

ST. JAMES HOTEL, BOSTON.—If our friends will kindly inform us, either by telegram or by letter, of their intended arrival, we shall be better prepared for their comfort. The reputation of this new and elegant establishment is such as to require no comment.

Transient board FOUR DOLLARS per day.

Proprietor ST. JAMES HOTEL, BOSTON.

BURNETT'S KALLISTON—The best cosmetic.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

INTERESTING TO LADIES.—I have had one of your machines in use FOURTEEN YEARS, during which time I have worked constantly on it, and it has never cost ONE CENT for repairs, for it has never been out of repair. E. A. PAGE, Keene, N. H.

BURNETT'S COCOAINE—A perfect hair-dressing.

LIFE INSURANCE transforms a temporary income into permanent capital that does not shrink at your death as your other property may. Secure a policy in that leading company, the "Equitable Life," No. 432 Chesnut street. I. L. Register, General Agent.

DIED.

HENSZEY.—On the 27th inst., ANN HENSZEY, relict of the late Joshua Henszey, Sr., in the 82d year of her age.

Funeral from the residence of her son, Samuel C. Henszey, No. 954 North Sixth street, on Sixth-day afternoon, 30th inst., at 4 o'clock. **

LUCAS.—On the 27th inst., after a short and severe illness, Miss LOUISA LUCAS, aged 78 years.

The relatives and friends of the family are respectfully invited to attend her funeral, on Friday morning, at 8½ o'clock, from her late residence, No. 1327 South Fourth street. **

MCLAUGHLIN.—On the 28th inst., ELLA, daughter of Frank and Sallie McLaughlin, in the 13th year of her age.

The relatives and friends of the family are requested to attend her funeral, from the residence of her parents, No. 3807 Chesnut street, on Saturday morning, at 8 o'clock. §§§

PALMER.—On the 27th instant, JACOB PALMER, in the 50th year of his age.

His relatives and friends, also Kensington Lodge, No. 211, and Columbia Mark Lodge, No. 91, A. Y. M., and Elm Tree Council, No. 26, O. U. A. M., are respectfully invited to attend the funeral, from his late residence, No. 1119 Marlborough street, on Saturday afternoon, at 3 o'clock. Services in the Kensington M. E. Church.

MASONIC NOTICE.—THE OFFICERS AND Members of KENSINGTON LODGE, No 211, A. Y. M., and the Order generally, are fraternally invited to meet at Kensington Masonic Temple, RICHMOND Street, on SATURDAY AFTERNOON, July 1st, at 3 o'clock, to attend the Funeral of our deceased Brother, JACOB PALMER.

By order of the W. M.

CHARLES K. NEISSER, Secretary.

N. B.—Masonic Dress will be strictly observed. §§

MOUNT MORIAH CEMETERY.—PUBLIC ATtention of late has been more than ever directed to MOUNT MORIAH, THE GREAT RURAL CEMETERY, by far the most extensive near Philadelphia.

Its admirable location, beauty of scenery, ease of access, nearness to the city, and yet entire safety from disturbance from opening of streets, have recommended it to thousands who have selected there the last resting-place for their families.

The elegant and costly monuments, inclosures, and improvements seen everywhere by going over its immense area are proofs of its unprecedented growth and great superiority in the estimation of all who have examined its advantages as a place of burial. The Walnut street cars carry passengers near the entrance.

Office at the entrance, where all business is transacted. 6 29 8t*

IMPROVED INSECT

CANOPIES,

In all colors.

GAUZE AND BOBINET LACE,

TARLATANS,

Pink, Buff, Blue, Green, and White.

LACE LAMBREQUINS,

LACE SHADES,

LACE CURTAINS,

In Special Designs,

WINDOW SHADES.

WALRAVEN,

MASONIC HALL,

No. 719 CHESNUT St.,

6 22 thstu9m PHILADELPHIA.

MOURNING DRY GOODS.

NEW MOURNING STORE.

New Stock at Lowest Prices.

No 1226 CHESNUT STREET.

NEWEST DESIGNS IN DRESS GOODS.
NEWEST DESIGNS IN BONNETS.
NEWEST DESIGNS IN VEILS.
CHEAPEST ALPACAS IN PHILADA.
CHEAPEST BOMBAZINES IN PHILADA.
CHEAPEST BLACK SILKS IN PHILADA
CHEAPEST CRAPE CLOTHS IN PHILADELPHIA.
EVERY ARTICLE AT LOWEST PRICE.

We would respectfully call attention to our new Dress-making and Suit Department, where every novelty in black suits will be found ready-made and made to order, at shortest notice, by a competent dressmaker, and also call attention to our White Goods and Ladies' Underwear Department. Large Stock of Linen and Lawn Suits, of finest finish, always on hand.

A. MYERS & CO.,

4 22 stuth5ptf No. 1226 CHESNUT Street.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

THE PROPOSED LEASE TO THE PENNSYLVANIA R. R. CO. OF THE WORKS OF THE PHILADA. AND TRENTON RAILROAD COMPANY AND OF THE UNITED CANAL AND RAILROAD COMPANIES OF NEW JERSEY.—The following are the views, in the form of a written report (to be adopted, modified or rejected, at his will and pleasure), which Vincent L. Bradford, president of the Philadelphia and Trenton Railroad Company, handed, at his request, to the chairman of the Committee on Railroads, to whom the Councils of Philadelphia referred certain resolutions on the subject, and which are referred to in the proceedings of said committee, on 27th instant.

Under and by virtue of the charter of the Pennsylvania Railroad Company, and of sundry supplements thereto, the eastern termini of the railroads of the Pennsylvania Railroad Company, in the city of Philadelphia, the city of Philadelphia and her citizens, by very large and liberal subscriptions, aided materially in the construction of the railroad and works of the Pennsylvania Railroad Company, for the sole purpose of making Philadelphia their eastern seaboard terminus, the pecuniary aid thus afforded and the fostering legislation at all times since extended to the Pennsylvania Railroad Company by the city of Philadelphia and the State of Pennsylvania respectively, for the same purpose, have been rewarded by the growth and prosperity of Pennsylvania and of Philadelphia, the metropolis of the State.

It is an axiomatic principle of railroad science that its terminus governs the business and operations of a railroad. The Pennsylvania Railroad may, therefore, be properly termed a Philadelphia institution; the good faith of that company is pledged, morally and legally, to a promotion of the material interests of Philadelphia by all the means it possesses; that company has heretofore apparently endeavored to justify such reasonable expectation, and to fulfill such pledge, by what it has done, among other things, toward the establishment of European steamship lines to and from Philadelphia. The good which the Baltimore and Ohio Railroad Company is accomplishing for Baltimore and which the Erie and New York Central Railroad Companies, respectively, are effecting for New York the Pennsylvania Railroad Company should achieve for Philadelphia.

It is just as practicable to make Philadelphia a commanding commercial mart and seaport as it is to attract trade and commerce to the neighboring and rival city of New York, by means of a diversion thereto of Philadelphia capital. The time is within the memory of a living generation when Philadelphia surpassed in foreign and domestic trade and commerce all the other cities of the Union. Why may she not regain her former prominence? Philadelphia has lost none of her natural, geographical, political and economical advantages, but has developed and increased all of them. Why should she not be the greatest commercial, as she is confessedly the most important manufacturing, the most salubrious and the most beautiful, city of the American continent? To effect such beneficial results is the chartered privilege and mission of the great Pennsylvania Railroad Company, which, created by Philadelphia capital, now controls seven thousand miles of railway, permeates the United States and almost dominates the railway system of the Union.

That railroad company must not be permitted to shift its objective seaboard point to Jersey City and New York. Philadelphia can fully employ its best energies, satisfy its largest requirements, and afford an adequate outlet to all its trade and traffic. Why, then, should any part of the through business of the Pennsylvania Railroad Company be estranged and alienated from Philadelphia, as its proper Eastern seaboard terminus? And yet a lease of all the railroads and canals of the United Canal and Railroad Companies of New Jersey, and of the Philadelphia and Trenton Railroad Company (of which works the port of New York is the Eastern terminus), to the Pennsylvania Railroad Company will soon be executed, unless such lease can be prevented. These works, at a cost of about forty millions of dollars, are about to be acquired by the Pennsylvania Railroad Company.

Such lease will be practically a purchase made, on a perpetual credit, at a very heavy irredeemable interest, to wit, ten per cent. per annum, free of all taxes, on more than twenty millions of dollars, during nine hundred and ninety-nine years, and, at a further interest of six per cent. per annum, free of all taxes, on the further sum of twenty millions of dollars, (the amount of the funded debt of the aforementioned companies (lessors), until the same is paid off and discharged by the Pennsylvania Railroad Company when it fall due, some twenty or more years hence. Will not such proposed lease work an extension of the railroads and improvements of the Pennsylvania Railroad Company, together with its through business to the port of New York? Will not "the logic of events," the force of circumstances, compel the Pennsylvania Railroad Company to make every effort, employ every agency and solicitation, and strain every iron nerve to compete with its gigantic rivals, the Erie Railroad Company and the New York Central Railroad Company, for the trade, traffic and travel to and from the port of New York?

Must not Philadelphia, by the detrasive force of such earnest, severe and mighty competition for the business which will flow through (what may then be termed "the gate of commerce of the United States,") the port of New York, become reduced to the place and condition of "a way station," exposed to injurious discrimination in the determined struggle for through business to and from New York? The flattering picture of that which the Pennsylvania Railroad Company should accomplish for Philadelphia in the future, will then be reversed, and in its stead will be depicted the dire disasters and the withering and blighting which such a perversion of Philadelphia capital to New York will effect, in respect to all the material and social interests of Philadelphia.

In such an event the Pennsylvania Railroad Company may assume "to keep the word of promise to the ear, but it will break it to the hope" of this fair city. Who wishes to look upon such betrayal? Is it just that New York shall be built up at the expense of Philadelphia by and through a disregard of plighted faith? It is obviously one thing, by a connection with the railroads of districts and independent companies, to furnish convenient transit to travel and trade seeking New York, by way of the Pennsylvania Railroad and Philadelphia (as the Pennsylvania Railroad Company now does, by means of the "Connecting Railroad" and the other railways which it now strives to practically own), and a very different thing to consolidate (as will be done by the proposed lease) with its own business and railroads, the business and property of the canal and railroad companies forming a continuous line between Philadelphia and New York, at a cost and under conditions which compel the employment and concentration of all its means, efforts and energies in an assiduous cultivation of a through business to and from New York as its objective seaport and eastern terminus by the Pennsylvania Railroad Company.

There can be no reason assigned for the centralization and consolidation, which seems to be the settled policy of the Pennsylvania Railroad Company, and of other competing and overshadowing railroad corporations, save that

"The good old rule
Sufficeth them, the simple plan,
That they should take, who had the power,
And they should *keep*, who can."

Fortunately the policy of centralization and consolidation, which it is sought by the proposed lease, to consummate, in obtaining possession of the "keys" of the gates of commerce at "Harsimus Cove," "Jersey City," and the "Port of New York," fraught, as it will be, with grevious disappointment and incalculable mischief to the city of Philadelphia, can be prevented by such prompt and energetic measures as are suggested in the resolutions.

The aforementioned lease is not warranted by the original charter of the Pennsylvania Railroad Company, and unless the lease is authorized by some supplement to the charter of the Pennsylvania Railroad Company, which has been accepted, by its stockholders, and, is in conformity with the Constitution of the State of Pennsylvania, (because it is a violation of the organic compact or contract contained in said charter, and impairs vested rights under it), it may be prevented by an injunction, in equity, against its execution.

No supplement to the charter of the Pennsylvania Railroad Company authorizing the aforementioned lease has ever been accepted by the stockholders of the said company, of whom the city of Philadelphia is the largest in amount. Moreover, certain unaccepted enactments, cited in sanction of the proposed lease, confessedly contain no provisions to constitutionally compensate dissenting stockholders of the Pennsylvania Railroad Company and of other companies.

It may be safely averred that no such compensation is ever alluded to in any act of Assembly purporting to confer, on the Pennsylvania Railroad Company, a franchise, faculty or power to enter into said lease.

Again, the statutes, which, it is alleged, authorize the lease, are general statutes, which, in no way, sanction said lease, by any direct or indirect designation, or particular mention of the parties thereto. It may be well questioned whether such general legislation, where private property is divested or taken from an unwilling owner, is a compliance with a constitutional requirement, "that private property shall only be taken with the consent of the representative of its owner for a public use."

It is a logical necessity, that such "public use" should be ascertained and declared in each particular case. The Supreme Court of this State has, in a recent case, unanimously decided that a public policy, or expediency, declared by a general statute, is not "the public use (mentioned in the Constitution of Pennsylvania). Furthermore, the proposed lease cannot be sustained, on the ground that it is made for "a public use." Such lease is about to be made manifestly for the private use of a private corporation—the Pennsylvania Railroad Company; and where it affects a contract contained in the charter of said company, or impairs the vested rights of dissenting stockholders of said company, it is clearly unconstitutional.

NINETY-FIFTH ANNIVERSARY OF AMERICAN INDEPENDENCE. THE STATE SOCIETY OF THE CINCINNATI OF PENNSYLVANIA.

The Annual Meeting of this Society will be held at No. 1105 WALNUT Street, Philadelphia, on TUESDAY, July 4, 1871, at 10 o'clock A. M.

Members of other State Societies who may be in the city on that day are invited to dine with this Society at the above-named place, at 5 o'clock P. M.

GEORGE W. HARRIS, Secretary.

Philadelphia, June 27, 1871. 6 27 6t*

SPECIAL NOTICES.

ABSTRACT OF THE CONDITION OF THE NATIONAL BANK OF THE REPUBLIC, Nos. 809 and 811 CHESNUT Street, at the close of business hours June 10, 1871:—

RESOURCES.

Investments		$2,481,009·15
Due from banks	603,288·30	
Cash	649,852·12	
		1,253,140·42
Total		$3,734,149·57

LIABILITIES.

Capital		$1,000,000·00
Surplus and profits		40,620·75
Deposits	$1,893,528·82	
Circulation	800,000·00	
		2,693,528·82
Total		$3,734,149·57

Attest: WILLIAM H. RHAWN, President.

6 17 stuth6t

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1871.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Company and the Philadelphia and Reading Railroad Company, dated May 19, 1869, the Philadelphia and Reading Railroad Company will pay at their office, No. 227 S. Fourth street, Philadelphia, on and after the 18th day of July, 1871, a dividend of $1·50 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Company, as they shall stand registered on the books of the said East Pennsylvania Railroad Company on the 30th day of June, 1871.

S. BRADFORD, Treasurer, Philadelphia and Reading Railroad Co.

NOTE.—The Transfer Books of the East Pennsylvania Railroad Company will be closed on the 30th inst., and reopened July 10th.

JOHN WELCH, Treasurer, East Pennsylvania Railroad Co.

6 29 thm tJ 18

OFFICE OF THE CITY TREASURER, PHILADELPHIA, June 29, 1871.

The semi-annual interest due on City Loans JULY 1, 1871, will be paid on and after that date.

JOSEPH F. MARCER, City Treasurer.

6 29 4t

OFFICE OF THE CITY TREASURER, PHILADELPHIA, June 29, 1871.

City Loans maturing July 1, 1871, will be paid on and after 1st day of JULY next, interest ceasing from that date.

JOSEPH F. MARCER, City Treasurer.

6 29 4t

ALL POWDERS AND OUTWARD APPLICATIONS close up the pores of the skin, rendering it harsh, coarse, and flabby, and in a short time destroy the complexion. If you would have a Fresh, Healthy, and Youthful appearance, purge the system thoroughly; use HELMBOLD'S GRAPE PILLS and HELMBOLD'S SARSAPARILLA, which beautifies the complexion. Beware of those cheap patent pills, carelessly prepared by inexperienced persons—vended in wooden boxes—most of which contain either calomel, mercury, or other deleterious drugs.

THE DELAWARE AND RARITAN CANAL AND THE CAMDEN AND AMBOY RAILROAD COMPANIES.

The Transfer Books of these Companies will be closed on the 28th inst. and reopened on July 8.

All assents to the lease to the Pennsylvania Railroad Company will be on the stock as held at the time the books are closed.

6 24 10t SAMUEL WELSH, Chairman.

HELMBOLD'S EXTRACT SARSAPARILLA is the Great Blood Purifier; thoroughly cleanses and renovates the entire system, and readily enters into the circulation of the blood, after purging with HELMBOLD'S GRAPE PILLS, the foul humors that have accumulated in the system for years. Both are carefully prepared according to the rules of Pharmacy and Chemistry, and are thoroughly reliable. A test of 20 years has proved this. Try them.

THE PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD COMPANY. PHILADELPHIA, June 10, 1871.

The Board of Directors have declared a semi-annual dividend of FOUR PER CENT. on the capital stock of the Company, clear of United States tax, payable on and after July 1, 1871.

6 10 3w A. HORNER, Secretary.

GENTLEMEN IN SEARCH OF COMFORT and style in BOOTS and SHOES should call on BARTLETT, At No. 33 South SIXTH Street, Above Chesnut.

2 20 tf

IF YOU WOULD HAVE NEW LIFE, NEW Blood, and renewed vigor, use HELMBOLD'S GRAPE PILLS. Purify the Blood and Beautify the Complexion by the use of HELMBOLD'S EXTRACT SARSAPARILLA. They are no cheap patent medicines, but thoroughly Pharmaceutical, and are not equalled by any English or French preparation.

ROMANISM IN AMERICA. PUBLIC LECTURE AT CONCERT HALL, TO-MORROW (Friday) EVENING, At 8 o'clock, By the REV. J. G. WHITE, of Illinois.

Admission, 25 cents.

Front seats reserved for gentlemen accompanied by ladies. 1t*

MISCELLANEOUS GOODS.

P A R A S O L S.

REDUCED.

$1·50 Parasols at 75c.
2·00 Parasols at $1·50.
2·25 Parasols at 1·50.
2·75 Parasols at 2·00.
3·25 Parasols at 2·25.
3·75 Parasols at 2·75.
4·25 Parasols at 3·00.
5·00 Parasols at 2·50.
5·50 Parasols at 3·00.
6·50 Parasols at 4·00.

PARASOLS at 50 cents on the dollar.

PARASOLS must all be closed out, as we do not carry any over the year.

PARASOLS about half price to close out.

A. & J. BARTHOLOMEW'S, Nos. 23 N. EIGHTH ST. and 908 CHESNUT ST.

KID GLOVES.

Now in stock, the largest stock in this city, of all grades, from $1 a pair up to the finest quality imported.

WE OFFER, of our own importation, new fresh GLOVES.

Joseph, new shades........$1·00
La Belle........ 1·25
Bijou.......... 1·70
Bartley.......... 1·70
Jouvin.......... 1·70
2 button, light shades
2 button, new colors.
3 button, new tints.
3 button, white.
3 button, opera.
2 and 3 button, in fancy double Cuff, not to be found elsewhere

CLOSING OUT.

Summer Gloves at less than cost, to close some job lots, to make room for FALL IMPORTATIONS.

Hosiery, cheap,
Hosiery, cheap,
Hosiery, cheap,
to reduce our large stock.

[6 27tuthstf]

CARPETINGS, ETC.

ARRIVED LATE,

SHIPPED

Just in Time to Escape

The advance in English prices. The execution of orders for many of our best New Patterns English Brussels, and other Carpetings, having been delayed, the goods have just arrived, and as they are now being offered at much less than the same quality can be sold when imported at manufacturers PRESENT prices.

R. L. KNIGHT & SON,

No. 1222 CHESNUT Street,

6 17 stuthlmrp PHILADELPHIA.

DRY GOODS.

GREATEST BARGAINS OF THE PERIOD AT

RICKEY'S,

No. 727 CHESNUT STREET,

In order to make a clean sweep of every yard of

Summer Dress Goods

PRIOR TO JULY 23.

Great Reduction of Prices.

French Lawns at 12½ cents, were 25.
French Lawns at 16 cents, were 37½.
French Lawns at 20 cents, were 50.

Silk Embroidered Grenadines

At 25, 35, and 50 cents.

Black Hernanies at half price.

Llama Lace Pointes and Sacques

In Choice Designs, at Low Prices.

Victoria Lawns, Nainsooks, Piques, French Muslins, Hamburg Edgings, and a varied assortment of

White Goods Very Cheap.
Black Silks Cheap.
Summer Silks Cheap.
Japanese Silks Cheap.

Also, the most extensive stock of DRESS GOODS in the newest and most approved styles ever exhibited in this market. The whole constituting the greatest concentration of bargains to be found in any one stock.

ALEXANDER RICKEY,

6 8 thstutfrp No. 727 CHESNUT Street.

1871.

Programme for Summer.

"AT THORNLEY'S"

First, I have gone through all my stock and marked every article down to *closing-out prices*, REGARDLESS OF COST. Persons are astonished to find goods so cheap, *but I am determined to sell.*

Llama Lace Sacques,
Llama Lace Pointes,
Carriage and Sea-side Shawls,
Thin Dress Goods in great variety,
Linen Suitings and Grass Cloths,
Ladies' and Gentlemen's Linen Hdkfs.,
Best Kid Gloves, Corsets, and Skirts.

Our stock is large, our assortment excellent, attendants polite and present. If purchases are not satisfactory, we exchange the goods or return the money, *and we always mean what we say, and* DO IT.

JOSEPH H. THORNLEY,

NORTHEAST CORNER

EIGHTH and SPRING GARDEN Sts,

2 3 thstu PHILADELPHIA.

Established in 1853.

Ely, Hunsberger & Ely,

No. 1126 CHESNUT STREET,

Now offer at LOW PRICES a full stock of

WHITE GOODS, every description,

EMBROIDERIES, LACES,

LLAMA SACQUES AND POINTES,

In connection with our NEW and ATTRACTIVE stock of [4 11 tuths3m

Seasonable Dress Fabrics.

1115.—OUR OWN MAKE OF CHAMPION Hoop Skirts, in all the newest styles, the best and cheapest in the market.

Also, good Eastern-made Skirts, from 15 to 40 springs, from 31 to 60c. Soiled Skirts, quarter price.

CORSETS, CORSETS—119 styles, and prices from 45c. to $6·85. Misses' Corsets, superior quality.

65c. for French Woven Corsets; reduced from 85c.

THOMSON'S Glove-fitting Corsets at $1·25, $1·50 $1·74, $2·50, $3·50, $4·75, and $6·50.

MRS. MOODY'S Abdominal Corsets, from $2·75 to $6.

MADAME FOY'S Corset Skirt Supporter at $1·09.

$1 French Woven Corsets, the cheapest in the city.

EVERY desirable style of Corsets at prices which defy competition.

PANIER BUSTLES, in 39 styles, 25c. to $4.

BON TON BUSTLES, from 47c. upwards.

PARASOLS at wholesale prices.

LADIES' UNDER-GARMENTS — A complete assortment at lowest rates. Call and examine our goods, at No. 133 N. EIGHTH Street, and No. 1115 CHESNUT Street.

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EVERGOING
STEM-WINDERS,
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No. 608 CHESNUT STREET,

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SUMMER RESORTS.

ATLANTIC CITY.

THE ISLAND HOUSE,

ATLANTIC CITY, N. J.

THIS LARGE, NEW, AND ELEGANT HOTEL

Is now open for the reception of guests.

Carriages will be in attendance on the arrival of every train to convey persons to the house, free of charge. Address

EVAN ROBERTS,

SUPERINTENDENT,

6 16 1m ATLANTIC CITY, N. J.

UNITED STATES HOTEL,

ATLANTIC CITY, N. J.,

Will open for the reception of guests, on SATURDAY, June 24. Music under the direction of Professor M. F. Aledo.

Persons desiring to engage rooms will address

SELFRIDGE & DAVIS,

6 16 1m ATLANTIC CITY.

SURF HOUSE,

ATLANTIC CITY,

Will open June 24. Parties wishing to engag Rooms will apply at the office of the Surf House Co., No. 402 LOCUST Street, Philadelphia, or to M. BEIDLER,

6 16 1m ATLANTIC CITY, N. J.

STOCKTON HOTEL,

CAPE MAY, NEW JERSEY.

Capacity, 1200.

OPENS JUNE 24, 1871.

Terms:—$4·50 per day. $28·00 per week.

CHARLES DUFFY,

6 20 1m Of Continental Hotel, Proprietor.

NEW INLET HOUSE.—THE UNDERSIGNED beg leave to inform visitors to

ATLANTIC CITY

that they have taken the above-named Hotel, and will open for the reception of Boarders on SATURDAY, the 24th inst.

THE BAR AND OYSTER STANDS are now in operation.

McKIBBIN & McGRATH.

JERE MCKIBBIN.
A. G. MCGRATH. 6 16 eod 1m

THE VINCENT HOUSE, PACIFIC AVENUE, between New York and Tennessee avenues, Atlantic City, N. J., one square from the depot, has been refitted and refurnished, and is NOW OPEN, and in the occupancy of the undersigned, its former Proprietor, who invites all his old friends and the public generally to call and see him.

6 16 2m J. L. HARDWICKE.

CONGRESS HALL AND THE OCEAN HOUSE, ATLANTIC CITY, N. J., will open JUNE 17, for the reception of guests.

GEORGE W. HINKLE, Proprietor.

6 16 eod2m

TAMMANY HOUSE, ATLANTIC CITY, N. J.—ELIAS CLEAVER, the well-known caterer, has refitted his house, and is now ready for the reception of guests. The bar has been removed to the adjoining house, and a first-class barber shop added. Meals supplied at any hour, 6 16 eod1m

THE SCHAUFLER HOTEL, ATLANTIC CITY N. J. The best location on the island, with an A No. 1 table, and the best attention paid to its guests. Eighty fine sleeping chambers, with beds, etc., unsurpassed.

6 16 1m ALOIS SCHAUFLER, Proprietor.

THE COLONNADE, ATLANTIC CITY, N. J. Beautifully situated between the Railroad Depot and the Beach, in full view of the Ocean.

6 16 1m J. HENRY HAYES, Proprietor.

ATLANTIC CITY, EVARD HOUSE, PRIVATE Boarding House. Large Airy Rooms. Croquet ground attached. Plenty of shade. Terms, $12 per week.

J. G. SHAFFER, Proprietor,

6 27 2m (Formerly of the Sea View).

THE CLUB HOUSE, CORNER OF ATLANTIC and NEW YORK Avenues, Atlantic City, will open Monday, June 19, with the bar well supplied with the choicest brands of Wines, Liquors, Cigars, etc.

HARRY COWARD, Proprietor.

6 16 1m

J. G. SCHAFER, FORMERLY OF THE Sea View House, has leased and refitted the EVARD HOUSE, first house above the Ashland, Atlantic City, Pennsylvania avenue, above Atlantic avenue, and it is now open for guests. 6 29 1m

PROSPECT HALL, CORNER OF PACIFIC and KENTUCKY Avenues, Atlantic City, N. J. Delightfully located, enlarged, and refitted and refurnished throughout. DR. E. G. BELKNAP, Proprietor.

6 16 1m

ST. CLOUD HOTEL, CORNER OF KENTUCKY and ATLANTIC Avenues, Atlantic City, N. J. For terms, etc. address

ROBERTSHAW & PALMER, Proprietors.

6 16 1m

SOMERS COTTAGE, MICHIGAN, NEAR PACIFIC AVENUE.—This house has been thoroughly refurnished and improved, and is now open for the reception of guests.

6 16 1m C. THORNE.

LIGHT HOUSE COTTAGE, ATLANTIC CITY, N. J. JONAH WOOTTON, Proprietor. Located between U. S. Hotel and the beach. The nearest house to the surf; is now open for the reception of guests. 6 16 2m

MEARS' HOUSE—ATLANTIC, ABOVE KENTUCKY Avenue, is now open for the reception of visitors. Terms, $2 per day, or $12 per week. LEWIS T. MEARS, Proprietor. S. B. TAYLOR, Superintendent. 6 16 1m

CHESTER COUNTY HOUSE, ATLANTIC CITY, N. J., open the year round.

J. KEIM, Proprietor.

6 16 1m

EUREKA COTTAGE, ATLANTIC CITY, N. J., ATLANTIC and VIRGINIA Avenues, will be open June 24 for the reception of visitors.

6 16 1m R. S. WATSON.

HADDON HOUSE, FOOT OF NORTH CAROLINA Avenue, facing the beach, Atlantic City N. J., is now open. Railroad to the beach.

6 16 1m Dr. J. J. COMFORT, Proprietor.

CONSTITUTION HOUSE, ATLANTIC CITY, N. J., is now open for the reception of guests.

JACOB R. SACKETT, Proprietor.

6 16 1m

CONSTITUTION HOUSE, ATLANTIC CITY, N. J., is now open for the reception of guests.

JACOB R. SACKETT, Proprietor.

6 16 1m

KENTUCKY HOUSE ATLANTIC CITY. Opened June 1 for the reception of guests.

6 16 1m MRS. M. QUIGLEY, Proprietress.

THE ALHAMBRA, ATLANTIC CITY, N. J., will open for the reception of guests on SATURDAY, June 24. No bar. R. B. LEEDS, Proprietor.

6 16 1m

DENNIS' COTTAGE ATLANTIC CITY, N. J., is now open for the reception of guests.

6 16 2m JOSEPH H. BORTON.

PRIVATE BOARDING—ATLANTIC CITY, N. J., PENNSYLVANIA, near Atlantic avenue.—A few choice double and single rooms. Apply at No. 1314 ARCH Street. 6 16eod1m

TREMONT HOUSE, CORNER PACIFIC AND VIRGINIA Avenues, Atlantic City.

6 16 1m H. BLOOD, Proprietor.

SANK HOUSE, ATLANTIC CITY, IS NOW open for the season.

6 29 1m LEWIS REPP, Proprietor.

PENN MANSION, NEAR CONGRESS HALL, Atlantic City, N. J., is now open for guests.

6 16 1m ELIZA CANBY, Proprietress.

THE "CHALFONTE," ATLANTIC CITY, IS NOW open. Railroad to the beach.

6 16 1m ELISHA ROBERTS, Proprietor.

BEACH COTTAGE, ATLANTIC CITY, N. J., IS now open for the reception of guests. No bar.

6 16 eod 1m T. C. GARRETT.

THE CLARENDON, ATLANTIC CITY, N. J., is now open for the reception of guests.

6 10 1m M. C. BRODIE.

FIFTH EDITION

AFFAIRS AT THE CAPITAL.

The Treasury Quarrel.

Boutwell and Pleasanton.

Grant as a Peacemaker.

Etc., Etc., Etc., Etc., Etc. Etc.

FROM WASHINGTON.

The Corean Business.

Special Despatch to The Evening Telegraph.

WASHINGTON, June 29.—A Cabinet meeting was held to-day. Messrs. Fish, Delano, and Robeson were absent. Corean matters were discussed. The conclusion arrived at was that it was a bad business. Momentary triumphs cannot be sustained. It is questionable whether at this time it is politic for the United States to urge war in earnest against the heathen Chinese.

The Boutwell and Pleasanton Difficulties were discussed. The Secretary urged that his course had been consistent. He had been Commissioner of Internal Revenue himself, and thought he knew the relations of the office to the head of the Treasury. It had been customary and in accordance with the tenor of the act establishing the Internal Revenue Bureau for the Commissioner to be subordinate to the Secretary of the Treasury.

He had no feeling in the matter, but simply wished to know if he was Secretary of the Treasury or if Pleasanton was. The President regretted exceedingly such a misunderstanding should have sprung up. Boutwell did not think it was a misunderstanding. It was to him a direct evasion of a plain construction of the law for a bureau officer to act independent of the head of any department. He compared it to relations of the Cabinet officers to the President. The President acknowledged that he always thought bureau officers were entirely subordinate, but hoped that in the present instance the difficulty would be amicably settled. Boutwell declared it could only be done by Pleasanton's conforming to the customs of the Commissioner's Office of Internal Revenue. The President said he would advise with Pleasanton, and there the matter rests.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Contract Awarded.

WASHINGTON, June 29.—Benjamin F. French, of Washington, has been awarded the contract for supplying the Senate folding room, and other stationery for the Senate of the United States.

SUMMER RESORTS.

ATLANTIC CITY.

RIVELL'S

Great Oyster Bay,

Corner of Atlantic and South Carolina avenues, Atlantic City, N. J.

First-class Bar. 6 29 2m

ASHLAND HOUSE, CORNER OF PENNSYLVANIA and ATLANTIC Avenues, Atlantic City, N. J.—This popular establishment, which has been greatly improved and doubled in size, is now open for the reception of guests; desirable communicating rooms for families; splendid croquet grounds adjoin the house; guests conveyed to and from the bathing grounds free of charge. Terms, $14 per week; $2·50 per day. House open the entire year.

JOHN L. BRYANT, Proprietor.

6 16eod1m

DOUGHTY'S HOTEL, CORNER OF ATLANTIC and KENTUCKY Avenues, ATLANTIC CITY a new and elegant hotel, is now open J. R. DOUGHTY, Proprietor. 6 29 1m

SHERMAN HOUSE, CORNER OF ATLANTIC and NEW YORK Avenues, ATLANTIC CIUY, N. J. ROBERT GAUFF, JOSEPH B. COLE, Proprietors. 6 29 1m

ATLANTIC CITY.—SEASIDE HOUSE IS NOW open. Fine stabling for horses. EVANS & HARVEY, Proprietors. 6 29 1m

BEESLEY'S POINT HOUSE, BEESLEY'S POINT, N. J.

This popular Sea-side Resort affords to those seeking health and pleasure the greatest privileges for gunning, fishing, boating, and still-water bathing to be found on the Jersey coast.

Also, a yacht is provided to carry guests to the surf, free of charge, for sea bathing.

SAMUEL PEACOCK, Proprietor.

Address Beesley's Point Post Office, Cape May county, N. J. 6 26 1m

HOTEL, CHITTENANGO WHITE SULPHUR SPRINGS, MADISON COUNTY, NEW YORK, Is open for guests. Accommodations for 400. Gas, bells, and carpets in every room.

Scenery, drives, and table are not surpassed in the country. Rates to suit the times.

6 20 2m D. P. PETERS, Proprietor.

SEA-BATHING. NATIONAL HALL, CAPE MAY, opens July 1. Commands unobstructed view of the Ocean. Superior accommodation for visitors. Terms, $16 to $18 per week. No bar. Satisfactory reduction to parties and families securing rooms for the season. Address

6 15 2m A. GARRETSON.

CAPE MAY.—THE UNITED STATES HOTEL at this celebrated resort is now open, having been newly furnished and otherwise greatly improved. Terms, $2·50 per day, or $15 per week. Good stabling. For rooms, etc., address

6 29 6w T. L. CLIFFORD & CO.

FRIENDS' COTTAGE, CAPE MAY CITY, N. J., is now oden for the reception of guests. Accommodation for 100.

A. P. COOK, Proprietress.

House 80 feet from the surf. 6 10 tf

EPHRATA MT. SPRINGS, LANCASTER CO., PA.—This delightful Summer Resort WILL BE OPEN for the Reception of Guests on 15th June, 1871. For particulars, address

J. W. FREDERICK, Prop'r,

H. H. REINHARD, Supt. 6 1 1m

CENTRE HOUSE, CAPE MAY CITY, IS NOW open for the reception of guests.

6 20 1m J. E. MECRAY, Proprietor

NEW PUBLICATIONS

ST. CLEMENT'S CHURCH CASE.—JUST PUBLISHED, A full report of the law proceedings in the ST. CLEMENT'S CHURCH CASE in relation to the right to DISMISS THE MINISTERS, together with a copy of the opinions of the Hon. J. R. Ludlow, C. J. Beasley, of N. J., the late G. M. Wharton, and the Rev. M. A. DeWolfe Howe. The book is valuable to every clergyman, churchman, and lawyer in the country. 8vo. pamphlet, 160 pp. Price, $1. Sent per mail, prepaid, on receipt of price.

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Law Booksellers, Publishers, and Importers,

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FINEST QUALITY

Old Government Java Coffee,

Direct from Rotterdam, for sale by

JAMES R. WEBB,

S. E. CORNER OF

4 20 thstu3mrp WALNUT and EIGHTH Sts.

A CHAPTER OF GOSSIP.

In a charming book, recently published in England under the title of "Charles Young and his Times," we find a great number of anecdotes and reminiscences of persons who have long since passed away, but whose names never fail to awaken interest and curiosity. We make a few extracts, premising that Young was in his time an actor of great celebrity.

Great writers in their own houses, like prophets among their own people, proverbially lack much of the consideration they find abroad. Mrs. Douglas Jerrold always wondered what it was people found in her husband's jokes to laugh at. It is said that many years had passed over the head of Burns' son before the young man knew that his father was famous as a poet. It is certain that Walter Scott's eldest son had arrived at more than manhood before he had the curiosity to read one of his sire's novels. He thought little of it when he had read it. This want of appreciation the son derived from his mother. Once, when Young, the actor, was admiring the fashion of the ceiling in Scott's drawing-room at Abbotsford, Lady Scott exclaimed, in her droll Guernsey accent, "Ah! Mr. Young, you may look up at the bosses in the ceiling as long as you like, but you must not look down at my poor carpet, for I am ashamed of it. I must get Scott to write some more of his nonsense books and buy me a new one!" To those who remember the charm of Young's musical voice, Lady Dacre's lines on his reciting "Tam o' Shanter" to the other guests at Abbotsford will present themselves without any thought of differing from their conclusion, thus neatly put:—

"And Tam o' Shanter roaring fou,
By thee embodied to our view,
The rustic bard would own sae true,
He scant could tell
Wha 'twas the livin' picture drew,
Thou or himsel'!"

It is a curious fact that Scott, harmonious poet as he was, had no ear for music, unless it were that of a ballad, and he would repeat that horribly out of tune. He was, however, in tune with all humanity; as much so with a king as with the humblest of his subjects. When he went on board the royal yacht, which had arrived near Leith, with George IV, amid such rain as only falls in Scotland, Scott, in an off-hand yet respectful way, told the king that the weather reminded him of the stormy day of his own arrival in the Western Highlands—weather which so disgusted the landlord of the inn, who was used to the very worst, that he apologized for it. "Gude guide us! this is just awfu'! Sic-can a down-pour, was ever the like! I really beg your pardon! I'm sure it's nae faut o' mine. I canna think how it should happen to rain this way just as you o' a' men i' the warld should come to see us! It looks amaist personal! I can only say, for my part, I'm just ashamed o' the weather!" Having thus spoken to the king, Scott added, "I do not know, sire, that I can improve upon the language of the honest innkeeper. I canna think how it should rain this way just as your Majesty, of all men in the world, should have condescended to come and see us. I can only say, in the name of my countrymen, I'm just ashamed o' the weather!" It was at Scott's petition that the royal landing was deferred till the next day, which brought all the sunshine that was considered necessary for the occasion.

Poor old George III can not be said at any time to have been "every inch a king." He was certainly not, by nature, a cruel man. Yet he betrayed something akin to cruelty when, on the night of the Lord George Gordon riots, an officer who had been actively employed in suppressing the rioters waited on the king to make his report. George III hurried forward to meet him, crying out, with screaming iteration, "Well! well! well! I hope you peppered them well! peppered them well! peppered them well!" There may, however, have been nothing more in this than there was in Wellington's injunction to his officers on the day that London was threatened with a Chartist revolutiod, "Remember, gentlemen, there must be no little war!" In such cases humanity to revolutionists is lack of mercy to the friends of order.

It is well known that George III had an insuperable aversion to Dr. John Willis, who had attended him when the king was laboring under his early intermitting attacks of insanity. Willis was induced to take temporary charge of the king, on Pitt's promise to make him a baronet and give him a pension of £1500 a year—pleasant things which never came to pass. Queen Charlotte hated Willis even more than the king did. The physician earned that guerdon by putting George III in a strait-waistcoat whenever he thought the royal violence required it. The doctor took this step on his own responsibility. The Queen never forgave him, and the King, as long as he had memory, never forgot it. In 1811, when the fatal relapse occurred, brought on, Willis thought, by Pitt's persistent pressure of the Roman Catholic claims on the King's mind, the Chancellor and the Prince of Wales had some difficulty in inducing the doctor to take charge of the sovereign. When Willis entered that part of Windsor Castle which was inhabited by the king he heard the monarch humming a favorite song in his room. A moment after George III crossed the threshold on the landing-place. He was in Windsor uniform, as to his coat, blue with scarlet cuffs and collar, a star on the breast. A waistcoat of buff chamois leather, buckskin breeches and top-boots, with the familiar three-cornered hat, completed the costume. He came forth as a bridegroom from his chamber, full of hope and joy, like Cymon, "whistling as he went for want of though," and switching his boot with his whip as he went. Suddenly, as his eye fell on Willis, he reeled back as if he had been shot. He shrieked out the hated name, called on God, and fell to the ground. It was long before the unhappy sovereign could be calmed. In his own room the king wept like a child. Every now and then he broke into heart-rending exclamations of "What can I do without doing wrong? They forget my coronation oath; but I don't! Oh, my oath! my oath! my oath!" The king's excitement on seeing Willis was partly caused by his remembering the queen's promise that Willis should never be called in again in case of the king's illness Willis on that occasion consented to stay with the king after a fearful scene had taken place with the queen, her doctors, and council. When Mr. Julian Young knew Willis, from whom he had the above details, the doctor was above eighty years of age, upright and active. He was still a mighty hunter; and, unless Mr. Young was misinformed, on the very day before his death he shot two or three brace of snipes in the morning, and danced at the Lincoln ball at night. Willis did not reach his hundredth year, as Dr. Roult, of Magdalen College, Oxford, did. Just before the death of the latter Lord Campbell visited and had a long conversation with him. At parting the centenarian calmly remarked, "I hope it will not be many years before we meet again." "Did he think," said Lord Campbell afterward, "that he and I were going to live forever?"

Monarchs, who have to submit to many tyrannies by which monarchs alone can suffer, must have an especial dread of levees and presentations. The monotony must be killing; at the very best, irritating. George IV had the stately dreariness very much relieved. On one occasion, when a nervous gentleman was bowing and passing before him, a lord in waiting kindly whispered to him, "Kiss hands!" The nervous gentleman accordingly moved on to the door, turned round, and there kissed his hands airily to the king by way of kindly farewell. George IV laughed almost as heartily as his brother, King William, did at an unlucky alderman who was at court on the only day Mr. Julian Young ever felt himself constrained to go into the royal presence. The alderman's dress sword got between his legs as he was backing from that presence, whereby he was tripped up and fell backward on the floor. King William cared not a fig for dignity. He remarked with great glee to those who stood near, "By Jove! that fellow has cut a crab!" and the kingly laughter was, as it were, poured point-blank into the floundering alderman. This was not encouraging to Mr. Young, who had to follow. As newly-appointed royal chaplain in Hampton Court Palace Chapel, King William had expressed a wish to see him at a levee, and obedience was a duty. The chaplain had been told by Sir Horace Seymour that he had nothing to do but follow the example of the gentleman who might happen to be before him. The principal directions to the neophyte were, "Bow very low, and do not turn your back on the king." The instant the chaplain had kissed the king's hand, however, he turned his back upon his sovereign, and hurried off. Sir Horace Seymour afterwards consoled him for this breach of etiquette by stating that a Surrey baronet who had followed him made a wider breach in court observance. The unlucky baronet, seeing the royal hand outstretched, instead of reverently putting his lips to it, caught hold of it and wrung it heartily. The king, who loved a joke, probably enjoyed levees, the usual monotony of which was relieved by such screaming-farce incidents as these.

Those royal brothers, sons of George III, were remarkably outspoken. They were not witty themselves, but they were now and then the cause of wit in others. It must have been the Duke of Cumberland who (on listening to Mr. Nightingale's story of having been run away with when driving, and that at a critical moment he jumped out of the carriage) blandly exclaimed, "Fool! fool!" "Now," said Nightingale, on telling the incident to Horace Smith, "it's all very well for him to call me a fool; but I can't conceive why he should. Can you?" "No!" rejoined Horace, "I can't, because he could not suppose you ignorant of the fact!"

Among the most unhappy lords of themselves who lived in a past generation, there was not one who might have been so happy, had he pleased, as the author of "Vathek." It is very well said of Beckford that there has seldom existed a man who, inheriting so much, did so little for his fellow-creatures. There was a grim humor in some of his actions. In illustration of this we may state that when Beckford was living in gorgeous seclusion at Fonthill, two gentlemen, who were the more curious to spy into the glories of the place because strangers were forbidden, climbed the park walls at dusk, and on alighting within the prohibited inclosure found themselves in presence of the lord of the place. Beckford awed them by his proud condescension. He politely dragged them through all the splendors of his palace, and then, with cruel courtesy, made them dine with him. When the night was advanced he took his involuntary guests into the park, bidding them adieu with the remark that, as they found their way in, they might find their way out. It was as bad as bandaging a man's eyes on Salisbury Plain, and bidding him find his way to Bath. At sunrise the weary guests, who had pursued a fruitless voyage of discovery all night, were guided to a point of egress, and they never thought of calling on their host again.

Ready wit in women (now passed away), wit, too, combind with courage, is by no means rare. During the euro-diabolical reign of "Swing," that incarnation of ruffianism, in the person of the most hideous blackguard in the district, with a mob of thieves and murderers at his back, attacked Fifield, the old family residence of two elderly maiden ladies named Penruddock. When the mob were on the point of resorting to extreme violence, Miss Betty Penruddock expressed her astonishment to the ugly leader of the band that "such a good-looking man as he should be captain of such an ill-favored band of robbers. Never again will I trust to good looks!" cried the old lady, whose flattery so touched the vanity of "Swing" that he prevailed on his followers to desist. "Only give us some beer," he said, "and we won't touch a hair of your head!" "You can't," retorted the plucky old lady, "for I wear a wig!" On the other hand, the vanity of young ladies was once effectually checked at Hampton Court Chapel. A youthful beauty once fainted, and the handsome Sir Horace Seymour carried her out. On successive Sundays successive youthful beauties fainted, and the handsome Sir Horace carried them successively out, till he grew tired of bearing such sweet burdens. A report that in future all swooning nymphs would be carried out of the chapel by the dustman cured the epidemic.

Much has been said of the ladies of Llangollen, Lady Eleanor Butler and Miss Ponsonby. We question if in all that has been written of those pseudo-recluses they have been half so well hit off as by Mrs. Morris, a lodging-house keeper in the neighborhood. "I must say, Sir, after all," observed Mrs. Morris, "that they were very charitable and cantankerous. They did a deal of good, and never forgave an injury!" There is something of the ring of Mrs. Poyser in this pithily rendered judgment. Quite as sharp a passage turns up in the person of an eccentric toll-keeper, Old Jeffreys, who was nearly destitute of mental training, and whom Mr. Julian Young was anxious to draw to church service. The old man was ready for him. "Yes, sir, it be a pity, hain't it? We pike-keepers, and shepherds, and carters, and monthly nusses has got souls as well as them that goes to church and chapel. But what can us do? 'Why,' I says, says I, to the last parson as preached to me, 'don't catechism say summat or other about doing our duty in that state of life in which we be?' So, after all, when I be taking toll o' Sundays, I'm not far wrong, am I?" The rector proposed to find a paid substitute for him while he attended church. Jeffreys was ready with his reply. "That 'ud never do, sir," he said. "What! leave my post to a stranger? What would master say to me if he heard on't?" Mr. Julian Young, pointing with pleasure to a Bible on old Jeffreys' shelf, expressed a hope that he often read it. "Can't say as how I do, sir," was the candid rejoinder, "I allus gets so poorus over it!" When the rector alluded to a certain wench as "disreputable," Jeffreys protested in the very spirit of chivalry. "Don't do that! Do as I do! I allus praises her. Charity hides a deal o' sin, master! ain't that Scripture? If it are, am I to be lectured at for sticking up and saying a good word for she?" When it was urged that this light-o'-love queen ought to be married, Samaritan Jeffrys stepped in with his sympathetic balsam. "Poor thing!" he exclaimed, "she ain't no turn to it!" The apology was worthy of my Uncle Toby.

FINANCIAL.

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Are now selling, and recommend as a profitable and safe investment for all classes,

The First Mortgage 7-30 Gold Bonds OF THE Northern Pacific Railroad COMPANY.

They have 30 years to run, bear Seven and Three-tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,040 acres of land to every mile of track, or 500 acres for each $1000 Bond. They are exempt from U. S. tax; principal and interest are payable in gold. Denominations:—Coupons, $100 to $1000; Registered, $100 to $10,000.

Northern Pacific 7-30's are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange, free of express charges, at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to

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A STATE BOND AND RAILROAD MORTGAGE BOTH IN ONE.

FIRST MORTGAGE 8 PER CENT. GOLD BONDS OF THE Selma and Gulf Railroad Co.

GUARANTEED BY THE STATE OF ALABAMA.

FOR SALE AT 95 AND ACCRUED INTEREST IN CURRENCY.

These Bonds are a First Mortgage upon a first-class completed Trunk Line of Railway extending from Selma, Alabama, to Pensacola, Florida—the finest harbor on the Gulf. The payment of both principal and interest is guaranteed by the State of Alabama, whose currency obligations sell in the market at 104. The total direct debt of the State is only $6,000,000, and the indirect possible indebtedness, caused by its railway guarantees, amounts only to $8,000,000, making the maximum possible indebtedness of the State below $15,000,000, which sum is less than its debt in 1837, when an issue of bonds to the extent of $12,500,000 was made to establish a banking system, which debt was reduced by redemption to $4,000,000 in 1861, previous to the war. The taxable property of the State is now thrice what it was at that time, and the population more than double.

The Bonds offered are thus equally valuable either as a Railroad Mortgage or as a State Bond; and with the double security thus provided, we unhesitatingly recommend them as equal to any investment in the market.

PRICE, 95 and ACCRUED INTEREST

All marketable securities taken in exchange, free of express charges.

Pamphlets and circulars furnished.

HENRY CLEWS & CO.,
No. 32 WALL STREET, NEW YORK.

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DeHaven & Bros.,
Elliott, Collins & Co.,
Townsend Whelen & Co.,
Barker Bros. & Co.,
W. H. Shelmerdine & Co.,
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Stocks and Bonds,

Here and in New York, and every facility furnished to parties desiring to have them carried.

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FORMERLY Smith, Randolph & Co. MOBILE N.Y.
Bankers, 3 Nassau St. N. York.
Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris & Germany and Letters of Credit, available throughout Europe.

FINANCIAL.

Wilmington and Reading Railroad

7 PER CENT. BONDS.

Free of Taxes.

We are offering the Second Mortgage Bonds of this Company

AT 85 AND ACCRUED INTEREST.

Interest Payable January and July.

The Bonds are in

$1000s, $500s, and $100s,

and can be REGISTERED free of expense. The road is doing a good business, with prospects of considerable increase.

This issue is made to procure additional rolling stock.

Bonds, Pamphlets, and information can be obtained of

DE HAVEN & BRO.,

No. 40 South THIRD Street.

PHILADELPHIA.

A RELIABLE Sale Home Investment.

THE Sunbury and Lewistown Railroad Company

7 PER CENT. GOLD First Mortgage Bonds.

Interest Payable April and October, Free of State and United States Taxes.

We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,

At 90 and the Accrued Interest Added.

The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.

For pamphlets, with map and full information, apply to

WM. PAINTER & CO.,

BANKERS,

Dealers in Government Securities,

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MORTGAGE only $12,500 PER MILE

TRUSTEES.
FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT COMPANY.

Special Attention of Investors

Is now called to the

First Mortgage Bonds OF THE BRIDGETON AND PORT NORRIS RAILROAD COMPANY.

7 PER CENT., FREE OF ALL TAXES.

This road runs from the mouth of Maurice River to Bridgeton, New Jersey, where it connects with the

West Jersey Railroad.

The fact that this Mortgage is but for $12,500 per mile, and that stock subscriptions have been secured equal to 40 per cent. of that amount, places this loan upon the firmest basis and gives to it unusual security.

They can be registered, and are in sums of $100, $500, $1000. Interest payable April and October.

They are offered for the present at 90 and accrued interest.

For further particulars and pamphlets apply to

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Nos. 51 and 53 S. THIRD St.

Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.

Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.

Make Collections on all points.

Execute orders for Bonds and Stocks at Board of Brokers.

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PHILADELPHIA, NEW YORK and WASHINGTON.

JAY COOKE, McCULLOCH & CO.

LONDON.

BANKERS AND Dealers in Government Securities.

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COLLECTIONS MADE ON ALL POINTS.
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In connection with our London House we are now prepared to transact a general

FOREIGN EXCHANGE BUSINESS,

Including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.

Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

5 3 8mrp No. 114 S. THIRD Street, Philada.

BURLINGTON, CEDAR RAPIDS AND MINNESOTA RAILROAD.

First Mortgage 7 Per Cent. Gold Bonds

At 90 and Accrued Interest in Currency.

On a Completed Road, Free of U. S. Tax.

This road is now in the dullest season of the year earning more than 12 per cent. net on the amount of its mortgage obligations.

Its 7 per cent. gold bonds are equal for security to Government or any Railroad issue. They command a ready market, and we are prepared to buy and sell them at all times. No investment in the market, possessing equal guarantees of safety, returns an equal percentage of interest. The Chicago Burlington, and Quincy has given a traffic guarantee, and obligates itself to invest in these bonds 50 per cent. of the gross earnings derived from all business from this road. This is sufficient indication of the estimate of this enterprise by the largest and most far-sighted corporation in the West. A limited quantity still for sale by

HENRY CLEWS & CO.,

No. 32 WALL Street, New York.

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De Haven & Bros.,
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And by Bankers and Brokers generally. 6 21 sw6t

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Jay Cooke, McCulloch & Co.,

OF LONDON,

AVAILABLE THROUGHOUT EUROPE.

We would call the special attention of Americans going abroad to the complete arrangements made by our London House, in their office, at

No. 41 LOMBARD Street,

For the comfort and convenience of holders of our Circular Letters, and especially with reference to their correspondence and the latest advices from the United States.

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Full information given at our office.

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BANKERS,
No. 114 SOUTH THIRD STREET,
5 9 tuths2m PHILADELPHIA.

BONDS OF THE Camden and Amboy Railroad, New Jersey Railroad and Transportation Company, and Delaware and Raritan Canal Company,

Constituting the

United Companies of New Jersey.

We offer these most desirable bonds, in registered certificates, due in 1894, bearing 6 PER CENT. INTEREST, free of all taxation, payable April 1 and October 1.

For full particulars, apply to

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C. & H. BORIE.
W. H. NEWBOLD, SON & AERTSEN.

The Six Per Cent. Loan OF THE City of Williamsport, Penna.,

Has been made by

ACT OF THE LEGISLATURE

A Legal Investment

For Executors, Administrators, Trustees, etc.

A limited amount is still for sale at

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FINANCIAL.

NEW GENERAL MORTGAGE BONDS OF THE PHILADELPHIA AND READING RAILROAD COMPANY.

Seven Per Cent. Per Annum in Currency or Six Per Cent. Gold.

Free from all Taxes.

Forty Years to Run, with Sinking Fund Attached.

Interest payable June 1 and December 1.

Seven per cent. bonds, either coupon or registered, at option of purchaser.

Six per cent. gold bonds, coupons only, payable either in London or Philadelphia.

We call attention to this very safe and desirable home investment, which we offer at PAR AND ACCRUED INTEREST to date of purchase, for the Seven Per Cent. Currency Bonds, or at

98 AND ACCRUED INTEREST IN CURRENCY

For the Six Per Cent. Gold Loan.

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HANDSOME RESIDENCE, WEST PHILADELPHIA.

No. 3248 CHESNUT Street (Marble Terrace),

THREE-STORY, WITH MANSARD ROOF, AND THREE-STORY DOUBLE BACK BUILDINGS.

Sixteen rooms, all modern conveniences, gas, bath, hot and cold water.

Lot 18 feet front and 120 feet 2 inches deep to a back street.

Immediate possession. Terms to suit purchaser.

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4 18 No. 129 South FOURTH Street.

FOR SALE OR EXCHANGE FOR SMALLER PROPERTIES.

No. 1917 Chesnut street.
No. 1408 North Broad street.
No. 1413 North Eighteenth street.
Lot, Broad and Vine streets, 73 by 200 feet.
Lot, Broad street, above Thompson, 145 by 200 feet.
Square of Ground, Broad and Diamond streets.
Lot, Broad and Lehigh avenue, 145 feet deep.
Lot, Broad and Summerset streets, 250 by 400 feet deep.
Lot, Broad and Cambria streets, 100 by 528 feet deep.
93 acre Farm, Bucks county.
3 Cottages at Cape May.

R. J. DOBBINS,
6 6 tf "Ledger" Building.

WEST PHILADELPHIA.

THE NEW, VERY HANDSOME, AND CONVENIENT BROWN-STONE RESIDENCES, With Mansard roof, Nos. 4202, 4204, and 4206 KINGSESSING Avenue, situated among the most costly improvements of this beautiful suburb. Horse cars pass each way within one square—each house contains all modern improvements, bath, hot and cold water, stationary washstands, bell-calls, range, two furnaces, bay windows, etc., etc., and is built upon A LARGE LOT, more than 175 feet deep; the rear of the houses has an unobstructed out-look upon the WEST PHILADELPHIA PARK.

ABRAHAM RITTER,
6 2 1m No. 625 WALNUT Street.

FOR SALE—A VERY DESIRABLE MEdium-sized House, No. 1805 ARCH Street. Apply to C. R. KEENEY,
6 24 6t* No. 1601 ARCH Street, cor. Sixteenth.

TO RENT.

FOR RENT,

STORE, No. 339 MARKET Street.

APPLY ON PREMISES.

4 22 tf J. B. ELLISON & SONS.

FOR RENT—A LARGE FOUR-STORY Store, No. 28 S FRONT Street, extending back to Letitia street. Possession given on the 1st of July, 1871. Apply to the FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT COMPANY,
6 28 3t No. 329 CHESNUT Street.

FOR RENT—AT CHESNUT HILL, FOR the summer months, a delightfully situated and thoroughly-furnished residence. Apply on the premises, or at No. 117 South FOURTH Street.
6 27 3t* R. C. S. LIND.

FURNITURE.

FURNITURE.

The undersigned most respectfully announces to his patrons, friends, and the public generally, that in anticipation of extensive alterations and improvements to his store and warerooms, he will offer a balance of his entire stock of FURNITURE

At Greatly Reduced Prices

All of which is warranted fully as well made as made to order.

He adopts this method of giving purchasers an portunity of

Extremely Low Prices

In preference to having a sale at auction.

A cordial invitation is hereby extended to all who are in need of first-class goods.

C. VOLLMER,

Manufacturer of Cabinet Furniture,

No. 1108 CHESNUT STREET,
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JOSEPH H. CAMPION (late Moore & Campion),
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SMITH & CAMPION,

Manufacturers of

FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS,

No. 249 SOUTH THIRD Street,

Manufactory, Nos. 215 and 217 LEVANT Street, Philadelphia. 21¢

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

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ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

PENNSYLVANIA CENTRAL.

Full Text of the Proposed Lease Between the Pennsylvania Company and the New Jersey Railroad.

This indenture, made this —— day of ——, in the year 1871, between the Delaware and Raritan Canal Company, the Camden and Amboy Railroad and Transportation Company, and the New Jersey Railroad and Transportation Company, commonly called the United Canal and Railroad Companies of New Jersey, corporations of the State of New Jersey aforesaid, and the Philadelphia and Trenton Railroad Company, a corporation of the State of Pennsylvania, parties of the first part (hereinafter called the lessors), for themselves, their successors and assigns, and the Pennsylvania Railroad Company, a corporation of the State of Pennsylvania, party of the second part (hereinafter called the lessee), for itself, its successors and assigns:

Whereas, The said lessors own a canal and railroads and other property, real and personal, that is to say, the Delaware and Raritan Canal Company own a canal, with its feeder and other appurtenances, which, crossing the State of New Jersey, connects the Delaware and Raritan rivers; the Camden and Amboy Railroad and Transportation Company own a railroad from the river Delaware, at Camden, to the Raritan bay, at South Amboy, in the said State of New Jersey, and also a steamboat line from the said South Amboy to the city of New York; and the Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Company also jointly own a railroad from the city of New Brunswick, in the said State of New Jersey, to the river Delaware, at the city of Trenton, in the said State, together with various branches; the New Jersey Railroad and Transportation Company own a railroad from the Hudson river, at Jersey City, to and through New Brunswick, in the said State of New Jersey; and the Philadelphia and Trenton Railroad Company own a railroad from and within the city of Philadelphia, in the said State of Pennsylvania, to the Delaware river, opposite to the said city of Trenton, all of which will more fully appear by reference to the surveys of said works hereto annexed, together with rolling and floating stock for the operation of said railroads and canal: and

Whereas, The said lessors own shares of stock, and estates and interests in other railroad companies, in horse or passenger railway companies, in railroad and other bridges, in ferry companies and ferries, in turnpike companies and turnpikes, in plank road companies and a plank road, as lessees, stockholders, creditors and otherwise, and also cash and bills receivable, and other property real and personal, in the said cities heretofore named and elsewhere (a schedule of which, approximately correct, bearing even date herewith, has been executed, and is hereto annexed): and

Whereas, The said lessors are subject to certain debts, contracts, obligations and guarantees, (schedules whereof, approximately correct, bearing even date herewith, have been executed and are hereto annexed), and are also parties litigant in certain suits now depending, both at law and in equity: and

Whereas, It is expedient for the said United Companies that an agreement be entered into with the Pennsylvania Railroad Company aforesaid (with which company they are identified in interest and whose works form with their own continuous or connected lines) for the connection or consolidation of business: and

Whereas, The works belonging to all the patties hereto can thereby be extended, improved and operated more profitably to the owners and more advantageously to the public under one management:

And the said lessee has therefore agreed to lease the works, and all the property, real and personal, of the said lessors respectively, and to stand in their place and stead with reference to all the said contracts, debts, obligations, guarantees and suits at law and in equity;

Now this Indenture Witnesseth, That the said lessors, for and in consideration of the premises, and of the rents reserved, and the covenants and agreements on the part and behalf of the said lessee, to be by it kept and performed as hereinafter mentioned, have granted, demised and to farm-let, and by these presents do grant, demise and to farm-let unto the said lessee, all and singular their canals, bridges, railroads, with their appurtenances, and the floating stock, rolling stock, chattels and other property, real and personal, of whatsoever kind and wheresoever situate, and all the franchises, rights and privileges of the said lessors thereto respectively belonging, or in any wise appertaining; provided always, nevertheless, and it is hereby expressly understood and agreed, that nothing herein contained shall be deemed or taken in any manner to affect the right of corporate existence of each of the lessor parties hereto, or such powers and franchises of which the exercise may from time to time be necessary to protect the interest of their respective stockholders, according to the true intent and meaning of these presents:—

To have and to hold the same unto the said lessee, for and during the full end and term of nine hundred and ninety-nine years, yielding and paying therefor unto the said lessors yearly, and every year during the said term, the yearly rent or sum of one million nine hundred and forty-eight thousand five hundred dollars, lawful money of the United States (the said rent being equal to ten dollars per share per annum upon the present aggregate outstanding capital stock of the said companies lessors, to wit, one hundred and ninety-four thousand eight hundred and fifty shares, which said aggregate number of shares does not include seven thousand six hundred and fifty shares of the Philadelphia and Trenton Railroad Company owned by the Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Company), in equal quarter-yearly payments, on the first day of the months of July, October, January and April, in each and every year during the said term, the first and second quarterly payments thereof to be made together on the first day of July, A. D. 1871, free and clear of and from all taxes, charges and assessments whatsoever, now existing or hereafter to be imposed by lawful authority upon the said corporations lessors, their respective franchises and property, including all income tax of the United States, which said rent, when converted into dividends by the corporations lessors upon all the shares of their respective companies (excepting and excluding, nevertheless, the said seven thousand six hundred and fifty shares of the Philadelphia and Trenton Railroad Company owned by the Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Company as aforesaid) shall be paid at some convenient place in the said city of Philadelphia, to be designated from time to time by the lessee, and to such depositary of the lessors in the city of New York as may from time to time be designated by them or any of them, and also yielding and paying the additional rent hereinafter covenanted to be paid according to the provisions and stipulations hereinafter particularly set forth in the eighth article of these presents.

And the said lessee doth hereby covenant and agree, to and with the said lessors, and each of them, as follows:—

First. The said lessee shall and will, yearly, and in every year, during the said term, well and truly pay or cause to be paid unto the said lessors, the said yearly rental above reserved, on the days and in the manner limited and prescribed as aforesaid, free and clear of and from all taxes, charges, impositions and assessments as is hereinbefore provided; and the said rent shall be so paid during the whole of the said term, notwithstanding any future action of any of the corporations, parties hereto, or of any majority of the respective stockholders thereof, as to and concerning any other matter herein contained; and in order to secure the individual interest of each stockholder of the lessors in and to the said rent, the right is hereby given to each and every stockholder to prosecute such suits as may be necessary in the premises to recover his proportionate part thereof, using, if needful, the name of the corporation in which he is a stockholder, and this provision may, if desired, be indorsed upon the certificates of stock issued by the corporations lessors.

Second. The said lessee shall and will pay, satisfy and discharge all assessments, taxes, charges, transit duties and impositions whatsoever, that shall or may be lawfully assessed, laid or imposed on the said lessors, or either of them, by any power or authority whatsoever during the said term, or on the franchises, property, earnings, traffic and business of the said demised premises, or arising in any way therefrom, or to which the said lessors, or either of them, would have been subject if this lease had not been made, and they had respectively remained in possession of the demised premises, and operated their respective works.

Third. The said lessee shall defend all actions of every kind that may or shall be depending against the said lessors, or either of them, or that may hereafter arise during the said term, and pay all amounts that shall or may be recovered against the said lessors, or either of them, and shall also indemnify and save harmless the said lessors, and each and every one of them, of and from all causes of action, legal and equitable, and claims and demands that have arisen, or shall or may arise against them, or either of them, or which shall or may arise against the said lessee, in the exercise of its powers under this lease, and during the continuance thereof.

Fourth. The said lessee shall at all times during the said term, at its own expense, maintain and operate the canal and railroads and works hereby demised as the said lessors, as the owners thereof or otherwise, are now or may be required by law to do, and shall keep up, maintain and operate the same as first-class works, in thorough repair, working order and condition, fully supplied with rolling and floating stock and equipment, at least equal to that now used and em ployed in operating the said works, using the best and most suitable materials for renewals of the same as renewals shall become from time to time necessary, so that the traffic and business of the said demised premises shall be encouraged and developed, and full public accommodation given on reasonable terms: provided, however, that the lessee may sell or otherwise dispose of such of the floating stock as, in its judgment, may not be necessary or required for the purposes hereof.

Fifth. The said lessee shall keep up the sinking funds of the said lessors, so far as the latter are by law or contract bound to do, and shall moreover pay all the debts and obligations of the said lessors, or either of them, as they shall become due.

Sixth. The United Companies aforesaid, parties lessors hereto, shall, when and as their several loans shall respectively become due and payable, upon request, deliver to the said lessee a corresponding amount of the bonds secured by the indenture of mortgage of said lessors upon the main lines of their respective works in New Jersey, bearing date the 20th day of April, Anno Domini 1871, with which to pay off and extinguish the said loans respectively; and if the avails of the bonds so secured by the said mortgage shall be greater than their par value, the excess shall inure to the benefit of the lessee; but if they shall be insufficient for the purpose the deficiency shall be made good by the lessee. The difference between the aggregate amount needed for the payment as aforesaid of the said several loans and the amount of bonds authorized to be issued by the terms of the said mortgage, shall be delivered to and as required by the lessee, to be applied only to permanent additional improvements upon the property hereby demised.

Seventh. The title to all canals and railroads hereafter to be acquired by the said lessee, to be worked and operated by it between Philadelphia and New York, and all new locations of the demised canal and railroads, with their improvements and appurtenances, shall be taken in the names of the said lessors, or some or one of them, that is to say, if in the said State of New Jersey and for railroad purposes, and in or north of the said city of New Brunswick, in the name of the New Jersey Railroad and Transportation Company; if for railroad purposes, and south of New Brunswick, aforesaid, in the name of the Camden and Amboy Railroad and Transportation Company; if in the said State of Pennsylvania, in the name of the Philadelphia and Trenton Railroad Company; and if for canal purposes, in the name of the Delaware and Raritan Canal Company. All such railroads and canals so hereafter to be acquired shall be subject to this lease, as if the same had originally passed hereby, except that no additional rent shall be paid therefor to the said lessors.

Eighth. In order to aid in the development of the property known as Harsimus Cove, situate in Jersey City aforesaid, in such manner as the lessee shall deem suitable or expedient for its present or future business wants, the said United Companies lessors shall and will, at the request of the lessee, issue and deliver to the latter, from time to time, shares of stock of their respective companies in seven installments of three thousand shares, the one installment of fifteen hundred shares, in the proportion of their present respective capital stocks; provided always, however, that before the first of the said installments shall be so issued and delivered, the sum of four hundred thousand dollars shall have been expended by the lessee in the development and improvement of the said property; and when and as often as an additional sum of four hundred thousand dollars shall have been so expended, the said United Companies lessors shall and will issue and deliver as aforesaid the other installments of three thousand shares of such stock respectively, and when the further sum of two hundred thousand dollars shall have been so expended, the said United Companies lessors shall and will issue and deliver as aforesaid the final installment of fifteen hundred shares of such stock; and when the whole of the said twenty-two thousand and five hundred shares shall have been so issued, no further or additional stock of any of the corporations lessors shall thereafter be issued by them, and as often as the said installments of three thousand shares and of fifteen hundred shares respectively shall be issued and delivered to the lessee, the latter shall and will, in consideration therefor, pay unto the said lessors, yearly, and every year during the said term, an additional rent or sum of thirty thousand dollars for each installment of three thousand shares, and of fifteen thousand dollars for the final installment of fifteen hundred shares, lawful money of the United States in equal quarter-yearly payments, on the aforesaid 1st day of the months of July, October, January and April, in each and every year during the said term; the first quarterly payment thereof to be made on the first day of the quarter next succeeding the said issue and delivery of the said installments of shares as aforesaid; the said rent to be also free and clear of and from all taxes, charges and assessments whatsoever now existing, or hereafter to be imposed, by lawful authority, upon the said corporations lessors, their respective franchises and property, including all income tax of the United States, which said additional rent, when converted into dividends by the said United Companies lessors upon the said shares, shall also be paid at some convenient place in the said city of Philadelphia, to be designated from time to time by the lessee, and to such depository of the said lessors in the city of New York as may from time to time be designated by them or any of them.

Ninth. The said lessee assumes all the contracts agreements, obligations, leases, guarantees and liabilities of the said lessors and each of them; and all the benefit to arise therefrom shall inure to the said lessee. No future merger or consolidation between the said lessee and any corporation whose works have been leased to any of the said lessors shall, in the event of re-entry by the said lessors, as hereinafter provided, extinguish or impair the rights under the said leases, but the same shall be and remain in full force as though these presents had not been made.

Tenth. To enable the said lessors to keep up and maintain their corporate organizations, the said lessee shall pay semi-annually to the said lessors, on the first Tuesday of July and January in each year, the sum of five thousand dollars, the first semi-annual payment to be made on the first Tuesday of July A. D. 1871, and shall and will defray the expenses incident to the payment of said dividends in the city of Philadelphia, and provide suitable offices in the cities of Philadelphia, Trenton and New York for the accommodation of the directors and officers of the said corporations lessors.

Eleventh. Such real and personal property of the lessors, or either of them, as shall in the opinion of the lessee not be necessary for the use of the said canal or railroads, or for the protection of the interests of the said lessors therein, including the floating stock hereinbefore authorized to be sold or otherwise disposed of, may, with the consent of the lessors respectively, from time to time, be sold, and the said lessors, or either of them, shall unite in the execution of proper conveyances and assurances therefor, without liability on the part of the purchaser to see to the application of the purchase money. The proceeds of all such sales shall be applied, at the option of the lessee, either to the permanent reduction of the funded debts of the said lessors, or either of them, or to permanent additional improvements upon the property hereby demised.

Twelfth. The accounts to be kept by the said lessee of the works and property, which form the subjects of this lease and of the business thereof, shall, at all reasonable hours and times, be open to the inspection and examination of the president or presidents of the said lessors, and each of them, and of such other person or persons as the said lessors shall, from time to time, by resolution of their directors, appoint to examine the same, and the said lessee shall, at its own proper cost, annually during the said term, furnish to the said lessors, on or before the 1st day of April in each year, a detailed statement of the earnings, income, receipts and expenditures of and from the said demised premises during the previous year, ending on the 31st day of December, and the said works and premises themselves shall also, in like manner, be open to inspection and examination as aforesaid.

Thirteenth. In case the said lessee shall at any time during the said term omit to pay the rent, or fail to keep and perform the covenants and agreements hereinbefore mentioned and provided for, and shall continue in default in the premises for the period of ninety days, it shall be lawful for the said lessors, their successors and assigns, to enter into and upon the hereby demised premises, or such as may be then subsisting in their place and forming the subjects of this lease, and remove all persons therefrom, and from thenceforth to have, hold, possess and enjoy the same as of their first and former estate therein, and thereupon all the estate and interest of it, the said lessee, in and to the same shall absolutely cease and determine as though these presents had never been made; provided, always, however, and it is expressly understood and agreed that the said rent shall, in such event, be apportioned from the time of the last preceding payment of any installment thereof, to the time of such entry; and provided further, that such re-entry shall not in any manner affect any claim for damages against the said lessee, its successors and assigns, resulting from any breach of any of the covenants hereinbefore contained.

Fourteenth. At the end of the said term, or at the sooner determination of this lease, the said lesse, its successors and assigns, shall redeliver and surrender up to the said lessors, their successors or assigns, the said several subjects of this lease, or such of them as shall then be subsisting in their place, in as good order and condition as the same now are, and with such additions, alteration and improvements as shall have been made thereto.

Fifteenth. The said lessors shall and will, from time to time, and at all times hereafter, at the request and cost of the said lessee, make, execute and deliver all such other and further instruments and assurances in the law for the further, better or more perfectly assuring the premises hereby demised to the use and in manner aforesaid, according to the true intent and meaning of these presents, as by the said lessee or its counsel, learned in the law, shall be reasonably devised, advised or required.

Sixteenth. Each and all the preceding covenants, agreements and stipulations shall mutually bind and inure to the benefit of said lessors and lessee, their and each of their successors and assigns.

In witness whereof, the said parties have hereunto respectively affixed their corporate seals, the day and year first above written

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.

June 5, 1871.
Depot—THIRTEENTH and CALLOWHILL Streets.
Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.
Reading and Allentown Way............ 7·30 a. m.
Harrisburg and Pottsville Express......... 8·30 a. m.
Philadelphia and Pottsville W. Tr'n.......12·30 p. m.
Harrisburg and Pottsville Express......... 3·30 p. m.
Pottstown Accommodation.............. 4·30 p. m.
Reading and Pottsville Accommodation.. 5·15 p. m.

ON SUNDAYS.
To Reading.......................... 8·00 a. m.
To Pottsville........................ 3.15 p. m.
To Pottstown........................ 5·15 P. M.

TRAINS ARRIVE.
Pottstown Accommodation.............. 8·45 a. m.
Reading and Pottsville Accommodation..10·20 a. m.
Harrisburg and Pottsville Express........ 1·00 p. m.
Philadelphia and Pottsville W. Tr'n...... 4·30 p. m.
Harrisburg and Pottsville Express........ 6·15 p. m.
Harrisburg, Pottsville, and Allentown Accommodation.......... 9·10 p. m.

ON SUNDAYS.
From Pottstown..................... 9·15 A. M.
From Pottsville....................12·35 a. m.
From Reading...................... 7·15 p. m.

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad take 7·30 a. m., 12·30 and 4·30 p. m.

For Schwenksville and points on Perkiomen Railroad take 7·30 a. m., 12·30 and 4·30 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·30 p. m.

PARK ACCOMMODATION TRAINS, DAILY EXCEPT SUNDAY,
Leave depot, Thirteenth and Callowhill streets,
For West Manaynnk at 8·45 a. m. and 6·30 p. m.
Leave West Manaynnk, 6·10 and 10·10 a. m.
For Belmont at 8·45 and 11·30 a. m., and 2, 4, and 6·30 P. M.
Leave Belmont at 6·24 and 10·26 a. m., 12·14 noon, 2·45 and 5·30 p. m.

SUNDAYS.
Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4·50, 5·40, and 6·40 P. M.
Leave Belmont, 9·25, 10·25, 11·25 a. m., 1·25, 2·25, 3·25, 4·25, 5·15, 6·15, and 7·05 p. m.

Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, add Green and Coates street cars, good on lines mentioned.

New York Express for Pittsburg and West.
Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 1 55 and 9·50 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping-cars accompany these trains through between Jersey City and Chicago without change.

Trains for New York leave Harrisburg at 4·05 and 8·10 a. m., and 2 p. m.

Additional train leaves New York for Harrisburg at 12·30 noon.

For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or J. E. Wooten, Assistant Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 213 S. Fourth street.

Through tickets and baggage checks to all principal points in Oil Regions, New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 811 Chesnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co.

GERMANTOWN AND NORRISTOWN BRANCH.
Depot, Ninth and Green.
ON AND AFTER MAY 8.

TO GERMANTOWN—6, 7, 7·15, 7·35, 8·30, 9·05, 10, 11 a. m.; 12, noon; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·10, 5·45, 6, 6·30, 7, 8, 8·15, 9, 10·15, 11, 11·40, 12·30, night.

SUNDAY—7·45, 9·05 a. m.; 12·45, noon; 2·15, 4·05, 5·40, 7, 8·45, and 11·35 p. m.

FROM GERMANTOWN—6, 6·25, 6·50, 7·25, 8·05, 8·10, 8·45, 9, 9·25, 10, 11·05, 11·55 a. m.; 1, 1·55, 3, 3·30, 3·55, 4·45, 5, 5·30, 6, 6·10, 6·40, 7·10, 8, 9·05, 10, 10·30, 11·25 p. m.

SUNDAY—8·10, 9·05 a. m.; 1·05, 2·35, 3, 5·55, 6, 8·20, and 10·20 p. m.

The 8·05 and 9·25 a. m. down trains, and 2·30, 3·45, 5·05, and 5·45 up trains, will not stop on the Germantown Branch.

Passengers taking the 6·50, 7·25, 10, a m. and 5·30 and 6·40 p. m. trains from Germantown will make close connections with the trains for New York at Intersection Station.

TO CHESNUT HILL—6, 7, 7·35, 9·05, 10, 12 a. m., 2·30, 3·45, 5·05, 5·45, 7, 8, 9, 11, 11·40 p. m.

SUNDAY—7·45, 9·05 a. m., 12·45 noon, 2·15, 5·40, 7, 8·45, 10 p. m.

FROM CHESNUT HILL—6·10, 7·10, 7·50, 8·30, 9·10, 10·50, 11·40 a. m., 1·40, 3·40, 5·45, 6·25, 6·55, 8·50, 10·15, 11·10 p. m.

Sunday—7·50, 8·45 a. m., 12·45, noon, 2·15, 5·40, 8, 10 p. m.

TO CONSHOHOCKEN AND NORRISTOWN—6·05, 7·30, 9, and 11·05 a.m., 12·05, m., 1·30, 3, 4, 4·40, 5, 5·30, 6·25, 8·05, 10·20, and 11·45 p. m.

Sunday—7·30, 9 a. m., 1·30, 3, 7·15, and 9·30 p. m.

FROM NORRISTOWN—5·30, 6·30, 7, 7·40, 8, 8 50, 11 a. m., 1, 2·30, 3·30, 4·30, 6, 6·15, 8, 10 p. m.

Sunday—7, 9 a. m., 1·15, 5, 7, 9·30 p. m.

TO MANAYUNK—6·05, 7·30, 9, 10 05, 11·05 a. m. 12·05 noon, 12·45, 1·30, 3, 4, 4·40, 5, 5·30, 6·25, 7·05, 8·05, 9·05, 10·20, 11·45 p. m.

Sunday—7·30, 8, 9, 10 a. m., 12·40 noon, 1·30, 2·10, 3, 4·45, 7·15, 9·30 p. m.

FROM MANAYUNK—6, 6·58, 7·34, 8·05, 8·22, 9·20, 10·45, 11·30 a. m., 1·28, 2·15, 3, 3·58, 5, 6·25, 6·45, 7·45, 8·30, 9·45, 10·30 p. m.

Sunday—7·30, 9, 9·30, 10·50 a.m., ·30, 1·45, 3·10, 5·30, 6, 7·30, 10 p. m.

PLYMOUTH BRANCH.—Leave Philadelphia at 7·30, 11·05 a. m. and 5 p. m. Leave Oreland at 6·15, 10 a. m., and 3·30 p. m.

Sunday—Leave Philadelphia at 9 a. m. and 7·15 p. m.

Sunday—Leave Oreland at 6·30 a. m. and 6·30 p. m.

The 7·40 a. m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or Schurrs' Lane.

The 8 a. m. train from Norristown stops at Conshohocken and Manayunk only.

The 5·30 and 7 a. m., and 4·30 and 6·15 p. m. down trains, and the 9 a. m. and 4. 5·30, and 6·25 p. m. up trains are the only trains that stop at Springfield.

Chester Valley Railroad—Leave Philadelphia at 4·40 p. m. Leave Downingtown at 6·40 a. m.

Phœnixville Train—Leaves Philadelphia at 9 a. m. and 1·30 p. m. Leaves Phœnixville at 12·25 and 5·20 p. m.

For points on Perkiomen Railroad leave Ninth and Green at 1·30 p. m. Returning, leave Schwenksville at 4·45 p. m., arriving at Ninth and Green at 6·50 p. m.

Passengers by 1·30 p. m. train connect at Phœnixville with train for Pottstown and Reading.

Passengers taking the 7, 7·35, and 11 a. m. and 5·30 and 6·30 p. m. trains from Ninth and Green streets will make close connection with trains for New York at Intersection.

The 9·30 a. m., 12·30, 5, and 7 p. m. trains from New York stop at Intersection. G. A. NICOLLS, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 24.
Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA
For West Chester at 7·25 and 10 A. M., 2·30, 7·10, and 11·30 P. M. Stops at all stations.
For West Chester at 4·45 P. M. This train stops at stations west of Media (Greenwood excepted).
For B. C. Junction, 6·30, 8·50 A. M., 12 M., and 4 and 5·30 P. M. Stops at all stations. The 5·30 P. M. will run to West Chester on Saturdays.

FOR PHILADELPHIA
From West Chester at 6·30 and 10 A. M., 2, 5, and 6·55 P. M. Stops at all stations.
From West Chester at 7·35 A. M. Stops at stations west of Media (Greenwood excepted).
From B. C. Junction at 5·25, 8·10 A. M., 12 M., 4 and 6 P. M. Stops at all stations.
A train will leave West Chester for Philadelphia at 5 A. M. every Monday.

ON SUNDAY
Leave Philadelphia at 9 A. M. 2·30, and 6·45 P. M.
Leave West Chester at 7 A. M., 4 and 5 P. M.
H. K. SMITH, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.
EXTRA SUNDAY TRAINS.
On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Philadelphia.
Returning, will leave Philadelphia at 6¾ P. M. for West Chester. These trains stop at all stations.
May 29, 1871. H. K. SMITH, Superintendent.

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES.
On and after MONDAY, June 12, 1871,
TRAINS WILL LEAVE AS FOLLOWS:—
FROM WALNUT STREET WHARF.
At 6·15 a. m. Accommodation via Camden and Amboy, and at 3·30 p. m. Accommodation via Camden and Jersey City for New York.
At 2 and 6 p. m. for Amboy and intermediate stations.
At 6·15 a. m. and 3·30 p. m. for Freehold and Farmingdale.
At 6·15, 8, and 10 a. m., 12 m., 2, 3·30, and 5 p. m. for Trenton.
At 6·15, 8, and 10 a. m., 12 m., 2, 3·30, 5, 6, 7·30, and 11·30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.
At 6·15 and 10 a. m., 12 m., 2, 3 30, 5, 6, 7·30, and 11·30 p. m. for Riverside, and Palmyra.
At 6·15 and 10 a. m., 12 m., 5, 6, 7·30, and 11·30 p. m. for Fish House.
The 11·30 p. m. Line leaves from Market Street Ferry (upper side).
FROM WEST PHILADELPHIA DEPOT.
At 7, 8·15, and 11 a. m., 1·20, 3, 5·30, 6·45, and 12 p. m., New York Express Lines, and 11·30 p. m Emigrant Line, via Jersey City.
At 7, 8·15 and 11 a. m., 1·20, 3, 5·30, 6·45, and 12 p. m. for Trenton.
At 7, 8·15, and 11 a. m., 6·45 and 12 p. m. for Bristol.
At 12 p. m. (Night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
Sunday Lines leave at 11 a. m., 6·45 p. m., and 12 night.
FROM KENSINGTON DEPOT.
At 7 and 9·30 a. m., 2·30, 3, and 5 p. m. for Trenton and Bristol. And at 6 p. m. for Bristol.
At 7 and 9·30 a. m., 2·30 and 5 p. m. for Morrisville and Tullytown.
At 7 and 9·30 a. m., 2·30, 5, and 6 p. m. for Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junction.
At 6·45 a. m., 12·30, 5·15, and 7·15 p. m. for Bustleton, Holmesburg, and Holmesburg Junction.
At 6·45 and 9·30 a. m., 12·30, 2·30, 5·15, 6, and 7·15 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.
VIA BELVIDERE DELAWARE RAILROAD.
At 7 a. m. and 3 p. m. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain.
At 9·30 a. m. and 5 p. m. for Pennington, Lambertville, and intermediate stations, and at 5 p. m. for Easton.
VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.
At 7 a. m. and 2·30 p. m. for New York, Long Branch, and intermediate places, via New Jersey Southern Railroad.
The 7 a. m. and 2·30 p. m. lines leave Walnut street wharf, all others will leave from Market street Ferry (upper side).
At 6, 7, and 9 a. m., 1, 2·30, 3·30, 5, and 6·30 p. m., and on Thursday and Saturday nights at 11·30 p. m. for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, and Mount Holly.
At 6 a. m., 2·30 and 6·30 p. m. for Lumberton and Medford.
At 6, 7, and 9 a. m., 3·30, 5, and 6·30 p. m. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 6 a. m., 1 and 3·30 p. m., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WM. H. GATZMER,
May 29, 1871. Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.
Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Milford and intermediate stations.
Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays leave Philadelphia for Oxford at 8·30 A. M.; returning, leave Oxford at 3·40 P. M., stopping at all intermediate stations.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAIL ROAD—THE short Middle Route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada.
SUMMER ARRANGEMENT.
Takes effect May 15, 1871.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7·00 a. m. (Accommodation), for Fort Washington.
7·35 a. m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, Auburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8·25 a. m. (Accommodation) for Doylestown.
9·45 a. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.
11 a. m. (Accommodation) for Fort Washington.
1·30 and 5·30 p. m. for Abington.
2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2·30 p. m. (Accommodation) for Doylestown.
At 3·20 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.
At 4 p. m. (Accommodation) for Bethlehem.
4·30 p. m. (Mail) for Doylestown.
5·15 p. m. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6·30 p. m. (Accommodation) for Lansdale.
8·15 and 11·30 p. m. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8·55 and 10·35 a. m.; 2·15, 5·20, 8·15, and 10·20 p. m.
Doylestown at 8·25 a. m., 4·45 and 6·45 p. m.
Lansdale at 7·30 a. m.
Fort Washington at 9·20 and 11·20 a. m., 3·05 and 10·00 p. m.
Abington at 2·45 and 7·00 p. m.
ON SUNDAYS.
Philadelphia for Bethlehem at 9·30 a. m.
Philadelphia for Doylestown at 2·00 p. m.
Philadelphia for Fort Washington at 9·00 a. m. and 6·45 p. m.
Doylestown for Philadelphia at 6·45 p. m.
Bethlehem for Philadelphia at 4·00 p. m.
Fort Washington for Philadelphia at 10·00 a. m. and 8·00 p. m.
Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
May 15, 1871. ELLIS CLARK, Agent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JUNE 4, 1871.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.
Bryn Mawr Accommodation . . . 6·30 A. M.
Mail Train . . . . . 8·00 A. M.
Lock Haven and Elmira Express . . 9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and 7·30 P. M.
Fast Line . . . . . . 12·40 P. M.
Erie Express . . . . . 12·40 P. M.
Harrisburg Accommodation . . . 2·30 P. M.
Lancaster Accommodation . . . 4·10 P. M.
Parkesburg Train . . . . 5·30 P. M.
Cincinnati Express . . . . 7·20 P. M.
Erie Mail and Buffalo Express . . 7·20 P. M.
First Pacific Express . . . 9 45 P. M.
Way Passenger Train . . . 11·20 P. M.

Cincinnati Express, Pacific Express, and Erie Mail and Buffalo Express leave daily.
All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·30 P. M.
Sunday Train No. 1 leaves Paoli at 7·10 A. M.; arrives at Philadelphia at 8·20 A. M. Sunday Train No. 2 leaves Paoli at 5·00 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.
Cincinnati Express . . . . 3·10 A. M.
Philadelphia Express . . . 7·40 A. M.
Erie Mail . . . . . . 7·45 A. M.
Bryn Mawr Accommodation . . . 8·40 A. M.
Paoli Accommodat'n, 8·30 A. M. & 3·50 & 6·40 P. M.
Parkesburg Train . . . . 9·00 A. M.
Fast Line and Buffalo Express . . 11·15 A. M.
Lancaster Train . . . . . 12·40 P. M.
Erie Express . . . . . 6·00 P. M.
Lock Haven and Elmira Express . . 6·00 P. M.
Pacific Express . . . . . 3·15 P. M.
Harrisburg Accommodation . . . 9·45 P. M.

For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT,
General Superintendent, Altoona, Pa.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.
On and after MONDAY, May 15, 1871, the trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.
MAIL TRAIN leaves Philadelphia........ 7·10 P. M.
" " Williamsport........ 4·15 A. M.
" arrives at Erie........ 3·50 P. M.
ERIE EXPRESS leaves Philadelphia.... 12·30 P. M.
" " Williamsport........ 8·30 P. M.
" arrives at Erie........ 7·40 A. M.
ELMIRA MAIL leaves Philadelphia..... 9·30 A. M.
" " Williamsport........ 6·35 P. M.
" arrives at Lock Haven.. 7·50 P. M.

EASTWARD.
MAIL TRAIN leaves Erie........ 11·20 A. M.
" " Williamsport....... 10·00 P. M.
" arrives at Philadelpnia...... 6·30 A. M.
ERIE EXPRESS leaves Erie........ 9·00 P. M.
" " Williamsport........ 8·25 A. M.
" arrives at Philadelphia. 5·50 P. M.
ELMIRA MAIL leaves Lock Haven........ 8·06 A. M.
" " Williamsport........ 9·15 A. M.
" arrives at Philadelphia.... 5·30 P. M.
BUFFALO EXP. leaves Williamsport.... 1·25 A. M.
" " Sunbury........ 1·25 A. M.
" arrives at Philadelphia.. 9·40 A. M.

Mail East connects east and west at Erie with L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.
Mail west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.
Warren Accommodation east and west with trains on L. S. and M. S. R. W. east and west and at Corry with O. C. and A. R. R. W.
Erie Accommodation east at Corry and west at Corry and Irvinetown with O. C. and A. R. R. W.
Elmira Mail and Buffalo Express make close connection at Williamsport with the N. C. R. W. trains, north and south.
Catawissa passenger trains will be run east from Williamsport on Erie Express, and west to Williamsport on Elmira Mail.
WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.
On and after SUNDAY, June 4, 1871, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 4·30 and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave—
Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Mondays at 5·15 A. M. only.
Chadd's Ford at 7·26 A. M., 11·58 A. M., 4·20 and 6·49 P. M. Mondays only at 6·32 A. M.
On Sundays train leaves Philadelphia at 8·30 A. M. for Oxford; returning, leaves Oxford for Philadelphia at 3·40 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,
General Superintendent.

CAMDEN AND ATLANTIC RAILROAD.
SUMMER ARRANGEMENT.
On and after THURSDAY, June 29, 1871, trains will leave VINE Street Ferry as follows:—
Special Excursion (when engaged)........ 6·15 A. M.
Freight (with passenger car)........ 7·35 A. M.
Mail........ 8·00 A. M.
Express (through in 1¾ hours)........ 3·30 P. M.
Atlantic Accommodation........ 4·15 P. M.
On SATURDAYS two extra trains will leave for Atlantic City. An Express (through in 1¾ hours) at 2 P. M., and an Accommodation at 6 P. M.
Returning, leave Atlantic City every MONDAY at 4·30 and 9·40 A. M.
LOCAL TRAINS LEAVE
for Haddonfield at 9 and 10·15 A. M., and 2, 6·40, and 11·15 P. M.
For Atco and intermediate stations at 10·15 A. M.
For Hammonton and intermediate stations at 6 P. M.
ON SUNDAYS.
Mail Train leaves Vine Street Ferry at 8 A. M.
Passengers purchasing tickets at the offices of the company, No. 721 CHESNUT Street, Northeast corner of SEVENTH and ARCH Streets, No. 4900 MAIN Street, Germantown, can have their baggage called for and checked to destination by the Camden and Philadelphia Baggage Express.
6 28tf D. H. MUNDY, Agent.

WEST JERSEY RAILROADS.
Trains will leave Philadelphia as follows, from foot of MARKET Street (upper ferry):—
8·15 a. m., Passenger for Cape May, Bridgeton, Salem, Swedesboro', Vineland, Milville, and Way Stations.
11·45 a. m., Woodbury accommodation.
3·15 p. m., Passenger for Cape May, Milville, and Way Stations below Glassboro'.
3·30 p. m., Passenger for Bridgeton, Salem, Swedesboro', and Way Stations.
5 30 p. m. Accommodation for Woodbury, Glassboro', Clayton, Swedesboro', and intermediate Stations.
SUNDAY MAIL TRAIN for Cape May leaves Philadelphia 7·30 a. m.
Freight train leaves Camden daily at 12 m.
WM. J. SEWELL, Superintendent.

HOISTS, OR ELEVATORS FOR ANY LOCATION or weight, operated by Independent Engine, Belts, Crank Ropes, or Pumps. For Contractors, Hotels, Factories, and Stores. The hand machines are operated with the least labor and sold at a low price. The balanced and power machines have the most Approved Safety Attachments. Hatchways arranged with rolling doors, opened and closed automatically as platform passes.
GEORGE C. HOWARD,
5 9 mi No. 17 S. EIGHTEENTH Street.

AUCTION SALES.

M. THOMAS & SONS, AUCTIONEERS, NOS 139 and 141 S. FOURTH Street.
Sale No. 1320 Walnut street.
SURPLUS FURNITURE, HANDSOME CARPETS, MARBLE STATUARY, BILLIARD TABLE, ETC.
On Friday Morning,
June 30, at 10 o'clock, by catalogue, the superior rosewood and mahogany surplus household furniture, etc. 6 28 2t

Assignees' Sale.
Estate of George W. Brigham, Bankrupt.
BOOT AND SHOE MATERIALS, SEWING MACHINE, FIXTURES, ETC.
On Saturday Morning,
July 1, at 10 o'clock, by catalogue, at No. 233 Market street, second story, the stock and fixtures. 6 29 2t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.
Sale at No. 1110 Chesnut street.
NEW AND SECOND-HAND HOUSEHOLD FURNITURE AND CARPETS; Mantel, Pier, and Chamber Glasses; Suits of Cottage Chamber Furniture; Spring, Hair, Husk, and Straw Mattresses; Bronze Clocks, Refrigerators, Water-coolers, Tin Chamber Sets, Engravings, Chromos, Plated Ware, China Tea Sets, Etc.
On Friday Morning,
At 9 o'clock, at No. 1110 Chesnut street, will be sold a large assortment of furniture, from city manufacturers and families declining housekeeping, comprising
PARLOR SUITS, COVERED WITH
crimson, maroon, and green plush; maroon and green reps and hair cloth, a part of which were made to order by well-known cabinetmakers.
CHAMBER SUITS, FINISHED IN OIL.
Also several suits of walnut chamber furniture, from city manufacturers and families declining housekeeping.
LIBRARY AND DINING-ROOM FURNITURE.
Also a large assortment of book-cases, library and centre tables, lounges, easy-chairs, hat-racks, wardrobes, secretaries, dining-tables and chairs, etc., etc.
NEW AND SECOND-HAND CARPETS.
Also an assortment of new and second-hand carpets of various kinds.
PIANO-FORTES, MUSICAL INSTRUMENTS, ETC.
At 1 o'clock will be sold the piano-fortes and musical instruments. 6 28 2t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. 11 24§

CLOSING SPRING SALE STRAW GOODS, DRY GOODS, BALMORAL SKIRTS, HOSIERY, NOTIONS, OVERALLS, ETC.,
On Friday Morning,
June 30, commencing at 10 o'clock. 1t

HENRY W. & B. SCOTT, JR., AUCTIONEERS No. 1129 CHESNUT Street (Girard Row).

LIPPINCOTT, SON & CO., AUCTIONEERS Nos. 221 MARKET and 210 CHURCH Street.

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.
For particulars see "Public Ledger."
N. B.—A superior class of furniture at private sale

HENRY MOLTEN, AUCTIONEER BY HENRY MOLTEN & CO.,
Salesroom, Nos. 21 and 23 MERCER Street, New York.
REGULAR TRADE SALE OF
FUR AND WOOL HATS,
LADIES' AND GENTS' READY-MADE FURS, STRAW, FELT, AND VELVET GOODS,
Every THURSDAY during the season.
Cash advances made on consignments without additional charges. 28

LUMBER.

1871 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1871

1871 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871

1871 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1871

1871 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1871

1871 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1871

1871 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1871

1871 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871

1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871

1871 CEDAR SHINGLES. CYPRESS SHINGLES. 1871
MAULE, BROTHER & CO.,
No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 30 6m No. 1715 RIDGE Avenue, north of Poplar St

ALBANY WALNUT, PINE, POPLAR, CHAIR and Settee Plank, Ash, Bass, Beech, Birch, Cherry, Chestnut, Maple, White Cedar, Fencing, Shelving, Flooring, Counter Tops, and Cutting Boards. E. B. McCLEES' Lumber Yard,
6 21 6m No. 334 North WHARVES.

LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
Lev. Fa. Sur Claim. D. 70. No. 149.
CITY OF PHILADELPHIA vs. ROBERT L. CURRY, Owner, Etc.
The Auditor appointed by the Court to report distribution of the fund produced by the Sheriff's sale under the above writ of all that certain two story stone dwelling and stable, and other buildings, and the lot of ground situate on the north side of Eadline, formerly Elm street, in the Twenty-fourth ward, in the city of Philadelphia, at the northeast corner of said Eadline and Poplar streets, containing in front on Eadline street 26 feet, and in depth 165 feet to Grape street, will meet the parties interested for the purposes of his appointment, on THURSDAY, July 6, 1871, at 4 o'clock P. M., at his office, S. E. corner of WALNUT and SIXTH streets, in Philadelphia, before whom all persons who have claim or claims on said fund are required to make them or be debarred from coming in upon said fund.
HENRY S. HAGERT,
6 22thstu5t Auditor.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
City of Philadelphia vs. ROBERT L. CURRY, owner, etc. Lev. fa.; sur claim. D. 70, No. 150.
The Auditor appointed by the Court to report distribution of the funds arising from the Sheriff's sale under the above writ of all that certain two-story basement and stone dwelling-house and lot of ground, situate on the north side of Eadline, formerly Elm street, in the Twenty-fourth ward of the city of Philadelphia, 26 feet eastward from Poplar street, containing in front on Eadline street 26 feet 6 inches, and in depth 165 feet to Grape street, will meet the parties interested, for the purposes of his appointment, on THURSDAY, July 6, 1871, at 4 o'clock P. M., at his office, southeast corner of WALNUT and SIXTH Streets, Philadelphia, when and where all persons are required to make their claims, or to be debarred from coming upon said fund.
HENRY S. HAGERT,
6 22 thstu5t Auditor.

CITY INTELLIGENCE.

UNIVERSITY OF PENNSYLVANIA.

The Department of Arts.

114th Commencement.

The Graduates and the Degrees.

A Brilliant Scene at the Academy

This morning at 10 o'clock the 114th Annual Commencement of the Department of Arts of the University of Pennsylvania took place at the Academy of Music, which was thronged with ladies and gentlemen. At a quarter before 10 a number of clergymen, judges, members of Councils, the alumni association, and other graduates of the University, with the faculty, formed in line in the foyer, and proceeded in this formal manner upon the stage, when the Germania Orchestra struck up a charming serenade. This concluded, prayer was made by the Rev. Dr. Krauth. The programme of exercises which then succeeded was as follows:—

Latin Salutatory—James Price Townsend.

MUSIC.

"Northern Lights"—Newton Keim.

The Birth-day of the Race—William G. Freedley.

Public Opinion as a Social Force—John B. Roberts. (Excused from speaking.)

MUSIC.

The Sources of Influence—William R. Murphy.

The Simian and the Aryan—Hampton L. Carson, Jr.

Comparative Mythology—William B. Stoever. (Excused from speaking.)

The Master's oration was then delivered, as follows, by Joseph Cresson Fraley:—

The Master's Oration, by J. C. Fraley.

In Bulwer's novel of "Zanoni," a book no less remarkable for the nobility of its sentiment than for the beauty of the mysticism in which it is veiled, occurs the following passage. The author, in depicting the last days of the Reign of Terror, follows his heroine through the gloomy gates of the Conciergerie, and writes:—"A squalid and yet a gay world did the prison houses of that day present. There, as in the sepulchre to which they led, all ranks were cast with an even-handed scorn, and yet there the reverence that comes from great emotions restored Nature's first and imperishable, and most lovely and most noble law—the inequality between man and man. Place was given by the prisoners, whether royalists or sans-culottes, to age, to learning, to renown, to beauty, and strength, with its own inborn chivalry, raised into rank the helpless and the weak; the iron sinews and the Herculean shoulders made way for the woman and the child, and the graces of humanity, lost elsewhere, sought their refuge in the abode of terror."

That blurred and blotted text-book that was opened by the demagogues of '89 bears many lessons for us who come after—lessons that all centre around the true meaning of that word "equality," of which liberty was but a condition, as fraternity was its corollary, and all converge more or less directly toward one central idea—the necessity of an aristocracy in all human government, an element whose power should not be in proportion to its numbers.

And it is to illustrate this principle, and to put its results and necessities as forcibly as I can before you, that I have undertaken to preach a sort of lay sermon to-day upon the subject of a republican aristocracy, and for a confession of faith to start with the proposition:—All men are created unequal.

Heretical and paradoxical though it may seem, it is Nature's heresy and paradox that I am stating, not mine, and all complaints must be addressed to her. It is only with its consequences that we have to do in the regulation of our own real inconsistencies, not Nature's seeming ones. For it is a position which I do not wish nor attempt to prove. With all due respect to our friends the logicians, there are yet questions where their syllogisms are at fault, matters too deep to be sounded even by that infallible plummet-line of linked hexameters. All I ask is that each should look into the depths of his own heart, and see if he personally recognizes that equality there.

Is there not an aristocracy of birth here, in whose veins the *sang azul* has been purifying itself since the pre-historic colonial times? And, by a far higher title, have we not an aristocracy of intellect? Can we say that wealth has no pre-eminence or position in this land of railroad kings and merchant princes, or deny that there was once, in the golden age of the Fire Department, a potent aristocracy of muscle? It is a principle universally received throughout our country in these matters, and since this is the case, since we give equality the lie every day of our lives, why on earth do we recognize it in just the one thing where it is most utterly and totally and dangerously false? I mean the matter of politics.

We have grown up under a system into which those words of Jefferson's are so universally interwoven that their constant repetition fails to arouse us to a due sense of their meaning, yet I think there are but few to whom the paradox has not come crushingly home at some time or other. Have you ever stood by on election-day and seen some dirty, ignorant emigrant hustled forward to the polls? Have you watched him deliver his vote, and as he went by you reeking with the whisky which had been its price, tried on this matter of equality then and there, without asking yourself how, in the name of all that was true and just, such a thing could be? Is it quite fair that this man's vote should kill yours; that his voice should reach as far? You, who have grown up amidst the institutions of the country, perhaps spent years in earnest, thoughtful study of them. He, fresh from the vices and mischievous traditions of the Old World; stubborn, opinionated, and seeking to implant them in the New. You, who have a hundred issues at stake, issues that stretch far into the future, and whose decision may, perhaps, influence your whole life. He, whom no turn of Fortune's wheel can ever bring lower, and to whom all issues are alike. It is not a pleasant thing to contemplate, and the feelings it arouses towards one's fellow-men are not always the most kind and Christian. Every Tory instinct of one's nature is stung into indignation, and cries, "Wrest the power from these men while there is yet time. Restrict the suffrage, and bar out by some qualification or other all but those who have interests at stake and principles to back them." Yes, and run straight into the trap which has been the death of all republics since the world began, a distinct governed but unrepresented class. There is Scylla. On the other hand, some power must be uppermost here, and if it is to be in these men's hands you have read your history to but little purpose if you cannot foresee the end. Do you think that our civilization is so firmly rooted that nothing can upturn it? Do you think that, because fifteen hundred years are past, there are no barbarians left to overrun this Western world? Can you not see a new Genseric landing with his Irish, thousands strong, each week in New York, while a second Attila is thundering at the back gate away in California, with those same innumerable oblique-eyed Huns that once swept over Europe like a blighting swarm of locusts? And there is Charybdis. But suppose that instead of chanting doleful jeremiads about this thing, we were just to take the dilemma by its horns and look quietly in its face. Whom have we to thank for all this? Whose fault is it that "legislator" is fast growing to be a term of opprobrium and disgrace, as "politician" has come to be already? Whose fault is it offices of the highest dignity and trust are held by men whose contact you and I would justly scorn; that one by one all the branches of the Government have become tainted with a corruption that smells to Heaven?

It is the fault of just such men as you and I. We have trifled with our prestige, and loosened our hold upon the reins of our country's destiny till they have slipped through our hands. It is we who have made ourselves the equals of these despised men by pulling ourselves down to their level—not they who have wrested from us a power which was not theirs. Equal votes do not necessarily imply scamps and nonentities for candidates; at least they did not when there were Hancocks and Adamses and Jeffersons in the world.

No, the fault is in us. We have seen this river of corrupt politics, that bars our way toward a higher perfection, grow from a narrow, muddy stream to a turbulent torrent; and now, gathering our gowns about us lest they should be wet, we are standing—with Horace's clown—upon the brink and waiting for the river to flow by. "*Volvitur et volvetur in omne volubilis ævum.*"

Scholarship and culture, the true aristocracy of all true politics, have lost their high position, and, dethroned, have taken refuge in a safe nil-admirarism that sneers at evils which it is too indolent to combat; but I, for one, had rather see them straw-crowned in the company of fanatics and madmen than thus faithless and indifferent. For Heaven's sake, gentlemen, let us [illegible] this matter to an issue. There is a chance open for this generation such as may not soon or may never occur again. Our political society is in a process of crystallization, such as England underwent from 1066 to 1215, from the Conquest to Magna Charta. The great underlying forces are assuming those forms or taking those channels which they will keep until some great revolution of the future shall upheave and redistribute them. The influences which are to give the tone to our political system and our whole civilization are struggling, some publicly, others silently, for the mastery, and I believe that if scholarship and culture would shake off their blaseness, and thrust their shoulders into the crowd with an honest effort, a way would open for them to a very high, if not the highest place among the leading impulses of the nation. In the period of English history to which I have alluded they were not found wanting, and held their own bravely in the midst of those "mailed old prize-fighters." For if the scholars of this generation influence our future as powerfully as Lanfranc and Anselm did that of England, we shall have reason to congratulate ourselves. Only the thing must be fought for, and obloquy and vituperation can strike as hard blows as the swords of Norman barons. It is not at the polls that the war is to be waged, but in meetings and canvasses, in the papers and on the stand; for if Culture stays away from the ward meeting, she is going to stay away from the Capitol too. It is true I may be mistaken about this to some extent. It may be that the railroad interest, or the commercial interest, or the manufacturing interest, or something akin to one of them, is to govern our future policy by sheer preponderance of mass; but, at any rate, there is one thing which this scholarship "ring" that I long to see can do, and that is to find out once for all whether ignorance or culture, *as such*, is to have the upper hand.

Let us fight the thing out fearlessly and honestly, and if we are beaten in a fair fight frankly confess it; and, making a hecatomb of caps and gowns and Leipsic editions, go browse upon our proper thistles for the remainder of our days.

But perhaps it may seem to be forcing matters somewhat in thus appealing to you university-bred men specially as the ones upon whom the responsibility falls. There is more call for honesty at Washington than for scholarship, and the fight is between all things that are noble and all that are base. There is no need to emulate the House of Commons, and to make the walls of the Capitol re-echo with the shuttlecocks of epigrammatic hexameters, but there is need, the very last and utmost need, of truth and sincerity and wisdom; and I appeal to you, gentlemen, as the ones who, imbued with the spirit of the past, are, or ought to be, the most competent foreseers of the future.

Heirs of all old civilizations; unbiassed in your judgment by the presence of deep-rooted institutions founded on the "divine rights that have grown out of human wrong;" in a land where the truest conservatism is to be ever radical;—you have nothing but your own negligence to thank if you do not make your experience tell on the side of right—interpreting justly this matter of equality, and, while unveiling with one hand its fallacies, pointing with the other in reverence to the divine truth that underlies them.

Have you learned to look upon these Athenians, and Romans, and Feudalists, not as puppets moved about to make an exhibition and a stumbling-block for modern school-boys, nor yet as statuesque forms of beauty for us to read of, admire, and ignore, but as men who believed, and aspired, and struggled, and died, bequeathing to us the lesson of their lives? If so, I doubt not that you have solved the greatest secret that the ages bear, the secret that lies at the root of all their achievements, whose key is in that word "*believed*." The world once had faith—faith in something. Whether it was religious faith or not is another matter. Its catholicity was wide enough at some time or other to embrace all nations and peoples of the earth, and to range through all things, from muscle to mysticism. Drawing men out of self, it set them in motion; it guided their hearts and hands till they have made the earth's surface a palimpsest of noble and glorious things. It hewed temples out of mountain sides and reared the pyramids upon their desert sands. It nerved the arms of warriors and wrote their songs of triumph. It guided the artist's hand, and from its gentle inspiration were born forms of loveliness on soft-hued canvas and in soaring stone. But its noblest and most glorious effort was begun when it wrote upon the bosom of this virgin continent the words that it meant to be eternal:—"All men are created free and equal." I said *begun*, because its mission is not ended yet. Faith alone can interpret its own meaning, and without it we have gone thus astray.

Slavery came and tried to choke up the former word till it had to be written anew and forever with the edge of bayonets, and now the arch-enemy, foiled in one attempt, is trying to misinterpret what is left, and to stretch us out upon a procrustean bed till we shall all be equal in mediocrity, and if we do succeed in rescuing our civilization from ruin, to give us a system the very apotheosis of all commonplace. Do not be deceived by this blatant nineteenth century, with its transcendental science and machine-made civilization.

It lacks one thing that neither its science can grasp nor its machinery compel. The faith of the nineteenth century is a negation. Its credo is a non-credo. It has exploded so many idols of the past that it fears to kneel at any shrine, or to give place to any true heart-stirring emotion, lest the time should come when it might be laughed at as superstitious, or sneered at as emotional and gushing. And until it has blotted out this *nil-admirari*, "the devil's own favorite creed," as Dr. Arnold called it; until it has accomplished some living faith and made its politics a religion, or a religion its politics, it will never write its story with the mighty ones of bygone times, nor will it solve this strange thing of equality. Equality is not of the hands, nor of the head. It is not of wealth, nor intellect, nor muscle. It is of the heart; and it is only by binding the hearts of men together in a common aspiration and a common faith that you can make them equal, yet greatest in their equality. All the achievements of science, all the developments of a material civilization like our own, are but as drawings upon the seaside sand that the tide of an ever-advancing material progress shall wipe out with a single wave; but take the rock from that same shore, hew it and lay it with the hand of love and faith, and you have built a cathedral whose front the storms of centuries can but adorn with the beauty that is born of resistance to decay, and the sunsets of the world's declining ages, as they stream through its misty aisles, shall shine upon the workman and the prince, the scholar and the clown, kneeling side by side in the only equality that this world can know—the brotherhood of common Faith.

So at least to me reads this wondrous palimpsest of the ages.

The degree of Bachelor of Arts was then conferred by Professor Stille upon the following members of the Senior class, with the exception of three of its number, who, having satisfactorily completed special or partial courses, received certificates of proficiency:—

Griffith Evans Abbot,	Louis Conrad Massey,
Nicholas Biddle,	Everard P. Miller,
Louis Naglee Bruner,	Wm. Rhoads Murphy,
Herman Burgin,	Robert Henry Neilson,
Hampton L. Carson, Jr,	Wm. Pepper Norris,
Charles Carver,	John Bingham Roberts,
Wm. Gardner Freedley,	James G. Shirley,
Charles Henry Howell,	Frank Smyth,
Craig Heberton,	Alban Spooner,
George R. Justice,	Wm. Bigler Stoever,
John Jay Joyce, Jr.	Wm. Wharton Thurston,
Marcellus Karcher,	James Price Townsend,
Newton Keim,	Benjamin H. Yarnall,
Morris James Lewis,	Herbert Welsh.
Robert Steen Martin,	

The degree of Master of Arts was conferred upon the following gentlemen, graduates of three years' standing:—

Henry Budd, Jr.,	John Elmore McCreary,
William Levi Bull,	Edward Stewart Miles,
Joseph Cresson Fraley,	James Peacock Sims,
David Hazel,	William Moore Wharton,
Edward Fenno Hoffman,	Charles Adolph Max Wiehle, M. D.,
Gustavs Brown Horner,	Alexander Wood,
Leighton Hoskins,	James Purdon Wright,
Ewing Jordan, M. D.,	William Russell Wright,
William Robert McAdam, Jr.,	Charles Frederick Ziegler.

The degree of Doctor of Medicine was conferred upon

Caspar Morris Cheston,	William P. Read,
Arthur Vincent Meigs,	John W. Warren.

The degree of Bachelor of Law was conferred upon

Jonathan E. Luse,	H. Albin L. Pyle,
Charles P. McHugh,	Charles Swayne,
J. B. McPherson Mehaffy,	Horace P. Wilbur.
Benjamin F. Moore.	

The degree of Doctor of Philosophy was conferred in course upon the following Doctors of Medicine:—

Wm. I. Campbell,	Edward Stiles, Jr.,
Roland G. Curtin,	Louis S. Stille,
Edwin L. Evans,	I. William White,
George C. Laws,	De Forest Willard,
Charles K. Mills,	Henry D. Zendt.

The announcement of prizes was then made as follows:—

In the Department of Intellectual and Moral Philosophy—Junior Prize, for the best essay on "Leibnitz as a Metaphysician," to George Tybout Purves, with honorable mention of Horace Castle.

In the Department of Greek Language and Literature—Senior Prize for the best examination on the "Oration of Demosthenes for the Crown," read with the Professor in addition to the regular course, to James Price Townsend.

Freshman prize, for the best examination on Greek prose composition, with the accents, to Charles Chauncey Binney.

In the Department of Latin Language and Literature—Junior prize, for the best examination on Cicero's oration for Cluentius, to Horace Castle.

Sophomore prize, for the best examination on Tacitus' dialogue "De Oratoribus," to William Boyd, Jr.

In the Department of History and English Literature—Senior prize, for the best essay on "Liberty in its Relations to Law," to Newton Keim.

Junior prize, for the best essay on "The Historical Relations of France and Germany," to Horace Castle.

Sophomore prize, for the best declamation, to William Wilkens Carr, with honorable mention of Randal Morgan.

The prize offered by the Board of Trustees to the scientific classes, for superiority in mechanical drawing, to Charles Albert Ashburner, of the Freshman class.

The Henry Reed prize (founded by the alumni of the university), to Charles Carver, for the best essay on "The Position of the Poet in Modern Times."

The junior alumni prize, for the best original declamation, to George Tybout Purves.

The honorary degree of Master of Arts was conferred upon Mr. Lucius Barrows.

The honorary degree of Doctor of Divinity was conferred upon Rev. Thomas F. Davies, Rev. Edward A. Foggo, and Rev. Theodore Appel.

Louis Conrad Massey then delivered the valedictory address, as follows:—

Valedictory, by L. C. Massey.

Ladies and Gentlemen:—One hundred and fourteen years have swept over our university since the first class left the halls of the college so peculiarly their own. Since that memorable commencement, whose participants and spectators have long been silent, many a band of students has completed its college course, each pressing forward to that position which we, in our turn, have attained; and now we of '71 appear before you, taking our leave of this narrow *role* to enter upon the stage of an amphitheatre world-wide, and to sustain our part in those vast plays of destiny that cover the space and time of human existence—plays for which you and we, and all, must be enrolled as actors. With the throb of pleasure at our hearts, impatient for the waking reality of our dreams, we have arrived at the day which, as the completion of the records of our past and the preface to the volumes of our future, obliterates the memory of every disappointment, and brings to their fruition the labors of our course.

We know not, indeed, how soon the violence of the conflict into which we enter may bear us down, but to-day we exult in the untrammelled energy of our youth, and stand eager for the struggle, which to many has proved a grave. Yes, to-day, all for us is gladness, except the thought that, as a class, we are no more; that we must bid adieu to the accustomed round of our student life, and that to you, who have favored us with your presence and attention on occasions still recent to our minds, and who are here met to view our separation and departure for unknown fields of life, that to you we are become only individual friends.

But I see among you some who have beheld many classes leave their Alma Mater; some who still retain memories of their own farewell; many, in full possession of an experience by us not yet even touched; all looking, perhaps, with somewhat of pity for the youths just standing on the verge of their life-long toil. But away with fear for those who, as we, feel that what has been done by others that also may be accomplished by *themselves*. *You* have attained the position that once was longed for; you have reached, perhaps have passed, that far-placed goal towards which, with eager eyes, you once also looked through the uncertain light of Hope. So each of us, standing in the mists that extend forward into the future, sees at least *one* break, through which shines success, and, as in the college course, what '71 has found to do, *that*, I trust, it has *done* with all its might; so, guided by the knowledge drawn from our university, we shall strive to surpass that point which, by you, has been attained, and for which this day consecrates our thoughts, our actions, our lives. And now, as we pass along to fill the last ranks of those who have gone before, and leave the places and friends to whom, as a class, we never can return, I thank you for the kind feeling you have always expressed towards our college, and (in behalf of my class) I bid you farewell.

Gentlemen of the Faculty:—This day, which is so memorable to us as the commencement of a larger life, to you is an occasion made familiar by the repetitions of many years. You have seen students enter and pass through the college, both yours and theirs, in one continuous stream; you have beheld the "Farewell" of many classes as they stood upon the boundary of their Past and of their Future; and yet, with all your manifold experience, we trust that you will never lose the interest you have always shown in our class and in its members. And, indeed, we feel that the limited period embraced by our course—a period of trial and encouragement, of improvement and success—has been a most important era in the history of the University, and entitle the classes of these few years to somewhat of interest from their professors and friends.

Casting aside the shackles of conservatism, which too often fetter our colleges, departing from the narrow path of the old, and pushing forward in the new, the university is rapidly attaining that pre-eminence to which her position and her learning entitle her in our State.

Discerning the tendency of our times, four years ago our Trustees determined to leave the footprints of a century, and to remodel, by wise additions to your number, a college which should become an honor to its graduates and friends.

We appear as the first fruits of the change, and, I trust, as evidence of its wisdom and success. Our college will welcome those who may hereafter enter her walls with advantages far greater than ourselves have received, but we rejoice in our privileges as immeasurably superior to those of our predecessors. But it is not my duty to record the past, nor, as a prophet, to foretell the future; rather, for my class, to say farewell. I shall not repeat the words so often spoken on this occasion, "of our four years college life," and "of associations with you, our instructors," but I should close unworthily did I omit to testify to your ability, your patience, and interest in us while yet we were under your faithful care. There is no need to tell you we are grateful. To Provost and Professors we return our most heartfelt thanks, and will prove that the university may count among her firmest supporters those who are now the youngest of her sons. Farewell.

To you, also, fellow-students and undergraduates, we turn to take our leave. As year pursues year, and as each class glides into the track of its forerunner, you, one and all—from those who in the succeeding term will fill our vacant forms to the newest of your number—will hold the place of '71.

You are the spirit, the life-blood, the energy of our college. Though with the Trustees rests the structure, though the direction be imparted by the Faculty, the moving, shaping power is *yourselves!* No class leaves the society of its fellows, no student bids adieu to his classmates and then goes forth bearing a name devoid of influence on the character of his University and of those who remain behind. The classes of a half a century ago, although in person they have left their college halls, we cannot believe have become only memories of former years, and left no traces of good or of evil on us their successors.

No matter how low a place may be held by any in the gradations of the University, no matter how inferior to his classmates any may be shown, it is on each and all of you that the character of the students, and, therefore, of our Alma Mater, in future mainly rests.

Many of you will follow the studies chosen as your course, when our Alma Mater occupies a place befitting the dignity of her age and the prestige of her past; but, when new advantages are laid before you, when your number counts itself by hundreds, never forgot that the unanimity and affection of the students is the strongest prop on which a college can rely; and then, when you, as well as we, shall have completed the short time allotted to instruction, you will be alumni, worthy of the institution which you will reverence as your own.

Fellow-students, some of you have been to us almost as classmates, while now I see others never known as yet within our halls; but we leave, regretting our departure from your number, although rejoicing in this present fulfilment of our hopes. Farewell.

Last of all, I approach you, my classmates of the class of '71, to take my leave of those with whom I have been connected by such bonds of feeling as class and college life, and they alone, can create. From the friends now present to view our departure, from the instructors of our college days, from the companions who still continue in our footprints, we have turned, bidding adieu to all with a regret which, though deep and fervent in its nature, is far, far exceeded by the sadness that presses on me while parting from the dearest, kindest, warmest friends of latter years. It is hard to realize, and sorrowful to think, that the "Old Class," which, unbroken by death and firmly associated in feeling, has pursued a four years' course still more uniting in its time and occupation, is about to separate, never, never to assemble amid the greetings of all I now address. Indeed, as I look upon you standing here before me, I see that many a one, well remembered by us, his student companions, has departed from his classmates and his college for the life which duty or inclination has directed. But the little number of us who remain, from the day when first we met until this time of warmest friendship, in company have battled through the student life, always so fraught with experiences the reflections of a larger world. And with what thoughts do our minds engage when, turning rapidly to the past, we see rush before us in a moment the swift years which now have brought us to this day, the finishing of our course. I feel that in many things we have been shortcoming; a written history of our class-life might testify to indolence, and to all of indolence's companion faults, in times gone by; but well I know that, along with the mental accusation of error, from the hearts of one and all there leaps up an exulting pride, as each claims old '71 for his own; and for none is the silent consciousness of negligence and wrong, for none can be the wildest pride in class and classmates a greater reality, than for him who addresses to you these farewell words. May the spirit which has united us in the curriculum of our labors, may the friendships formed by mutual toil and recreation, still go onwards into the future and shape our class in feeling, although we have left our college halls.

My friends, before taking leave of all let me say a word of her to whom, if any knowledge be our portion, that knowledge is mainly due. Let not this day complete the relations between us and the mother of our minds, but for ever uphold and be true to her in kindly remembrance of the gifts we have received. My classmates, with these, my closing words, our student-life is ended, and it is with the warmest affection to all, as classmates of '71, that I bid you "Farewell."

The benediction was then pronounced, and the great assemblage dispersed.

VILLANOVA COLLEGE.

Commencement Yesterday—Interesting Exercises.

The ceremonies of commencement-day at the Augustine College of St. Thomas (Rev. P. A. Stanton, President), situated at Villanova, a beautiful spot on the Pennsylvania Railroad, about eleven miles from Philadelphia, were celebrated yesterday afternoon before a large assemblage of persons, including quite a delegation of the clergy and laymen of the diocese.

Right Rev. Bishop Wood presided on this interesting occasion, and spoke in highly complimentary terms of the students and their teachers. He said that this excellent institution, instead of having seventy students, should have double that number.

The brief address of the reverend gentleman was followed by a musical selection performed by the college band under the direction of Prof. Corrie.

The young gentlemen graduates then delivered their addresses. Charles P. McCully spoke upon "Modern Achievements;" Thomas L. White on "Friehit" (in German); Francis X. McGowen on "The Church, the Preserver," and Master John McMahon recited a composition in French, entitled "Regret au present sourir a l'avenir."

The degree of master of arts was conferred on John K. Maguire, of Wilmington, N. C., and the degree of bachelor of arts upon Thomas M. Darragh, New York city; James S. O'Reilly, Troy, N. Y.; Charles P. McCully, Athensville, Pa., and Thomas L. White, McKeesport, Pa.

Commercial diplomas were awarded to John B. Ollinger, Miltonburg, Ohio; Michael McCarty, Lawrence, Mass., and James E. Moran, Savannah, Ga. Premiums were distributed for proficiency in the classics, English composition, rhetoric, grammar, mathematics, etc., and in the German and French languages.

After the degrees were conferred, Thomas M. Darragh, a former student of Villanova, delivered an able and eloquent valedictory address.

Among the number of reverend clergy present were Very Rev. Mr. Walsh, of Pottsville, and his assistant, Father Byrne; Rev. Peter Crane, of St. Augustine's; Rev. James V. O'Reilly, pastor of the new church of St. Charles Borromeo, corner of Twentieth and Christian streets; Rev. P. M. Carbon, of Holy Trinity; Rev. Mr. Lynch, of Bristol, and many other distinguished ecclesiastics.

AWAY SHE WENT.

A Man Jumps Upon a Locomotive and Starts it Off at Full Speed—The Engine Upsets.

We imagine that Mr. John Gahn, house and sign painter, of No. 1303 North Fifth street, is not the only man who has been seized with the impulse to jump upon a locomotive, turn the throttle, and let her go full tilt, and consequently we are not overwhelmed with astonishment when we learn that Mr. John Gahn did precisely this thing last evening in Germantown. He got upon a locomotive standing in the Germantown depot, opened the throttle, and started the train at full speed down the track. The consequence of this strange action was that the locomotive ran off the track a short distance below Chelten avenue, and was overturned, making a complete wreck. The cars had been drawn into the depot and placed upon the side track to the right of the passage-way, and the engine was waiting on the track to take down the 10 o'clock train. The switch below Chelten avenue was turned for another train, so that when Gahn started the engine it could go no further than the switch. Had it been otherwise, a probably fatal accident would have resulted, for his engine would have struck some of the trains on the road, the conductors of which would have no knowledge of the threatened danger. When the locomotive ran off the track it plunged into the gutter on the side of the road, and was carried probably thirty feet along the ground before it was overthrown. Gahn escaped unhurt, but was almost immediately arrested by the special detective of the Reading Railroad Company, and handed over to Officers Bishop and Tyron, who took him to the Hall and locked him up for a hearing at the Central station this afternoon. The locomotive was badly wrecked and was thrown completely upon its side. The injuries it received will probably involve a loss of $500, besides the cost of replacing it upon the track.

TEACHING IN BIBLE MATTERS.—The subject of object teaching in Bible matters is increasing in interest and importance every day, one of the indications being the efforts made by churches and Sunday-schools in engaging the services of men who have travelled in Bible lands to talk in a familiar way of what they saw and heard that illustrates the Scriptures. A costume on a live man gives a better idea of an Oriental than a volume of reading, and a coin, lamp, flower, or other little thing from some noted locality takes hold of the attention of the audience, leaving impressions of the truth of Bible history never forgotten. St. Paul's Protestant Episcopal Church have engaged A. L. Rawson, the artist, author, and traveller, to talk about some of the places visited by him in the East, who will wear the dress of an Arab Sheikh. Whether he "talks Turkish" or not, can only be answered after listening to him. If he talks as well as he draws in such designs as those in "Crosby's Life of Jesus," and the "Life of Christ," by H. W. Beecher, he will give an excellent treat. The lecture this evening will be free.

FOURTH OF JULY EXCURSIONS.—The Camden and Amboy and Philadelphia and Trenton Railroads will sell excursion tickets for New York at $4 for the round trip on the 1st, 2d, 3d, and 6th of July, good to return from New York on the 4th and 5th.

The Monmouth Park races will come off at Long Branch on July 4, 5, 6, 7, and 8. Excursion tickets, good to return until the 10th of July, will be sold on the above days for $4 by the Camden and Burlington County and New Jersey Southern Railroads.

ALL FOR RUM.—Robert Johnson is a thief, even if he is in the employ of a Custom-house weigher. The Reading Railroad have missed much iron lately from the wharf on the Delaware, at Willow street, and special officer Robert H. Gray, of that road, yesterday arrested Johnson on the charge of the larceny. Johnson confessed to having taken the iron and sold it for drinks. Alderman Toland held him in six hundred dollars bail.

BODY RECOVERED.—The body of Thomas W. Parker, who was drowned on Monday last by being knocked from the yacht Delaware while furling the sails, was recovered this morning at the upper end of Smith's Island, by Mr. Jeremiah Fields, of Camden. The body was taken to the residence of the deceased, No. 1519 North street, where the Coroner was notified to hold an inquest.

ATTEMPT TO CUT HIS WIFE'S THROAT.—John J. Gentner, who ought to, but does not, reside with his wife, yesterday went to her residence, No. 1308 Parrish street, and attempted to cut her throat with a razor. Her father prevented the act, but received a cut in the hand. John was arrested and Alderman Massey sent him to prison in default of $1500 bail.

ROBBERY ON ARCH STREET.—The firm of Messrs. Kreigor & Bro., occupants of the second story of the building No. 736 Arch street, was robbed of a few hundred dollars worth of silks and ribbons last night. The third and fourth stories are unoccupied, and it is supposed the thieves secreted themselves in the vacated places previous to closing up, then went down and broke in the door of the second-story room.

CHARGED WITH HORSE STEALING.—Special Officer Nichols arrested yesterday at the horse-market, Twenty-second street and Ridge avenue, one Joseph Curry, who is charged with stealing a horse on Saturday last in West Philadelphia and selling the animal at the aforesaid horse-market. Joseph will be at the Central Station hearings this afternoon.

INQUEST.

The Investigation by the Coroner in the Stabbing Case of John Kelly.

This morning, at the Morgue, Deputy Coroner Sees held an inquest on the body of John Pervard, known as Kelly, who was stabbed by a man named Green, in a butcher-shop on Seventh street, on the 8th of the present month, and who since died in the hospital. The following testimony was taken:—

Edmund Graff, residing at No. 333 S. Seventh street, sworn—Kelly was stabbed on the 8th of June; on the night previous Green came into my store to leave a bundle; the next morning, in company with Kelly, he came to get the bundle; while there they had an argument about something; Kelly was standing at the butcher block in the store; Green was a few feet from him; Green said, "Let us take a knife and see who can cut the other first;" Kelly said, "I do not wish to be cut;" Green then picked up a butcher-knife (knife shown) and said, "This is the way we do it," and plunged the knife into Kelly; there was no fooling with the knife and neither were intoxicated; Green had just got out of prison a few days before; I went for an officer to arrest Green, and when I got back I found that he was already arrested; Kelly was taken to a drug store at Seventh and Spruce streets, and from thence was taken to the Hospital; Green, after stabbing Kelly, said, "Oh, he would soon get over it," and walked out of the store; the knife went in about four inches, and the hand of Kelly when he put it over the wound was covered with blood; Green bore the reputation of being a dangerous character; Kelly aftewards told the witness in the Hospital that his name was not Kelly but John Pervard; that he was a house painter by profession, from Chambersburg; he met Green, who also said that he was a house painter, and they concluded to have a little fun; he had no friends whatever in the city.

Dr. Shapleigh testified as follows:—

I made a post-mortem examination of the body at the Pennsylvania Hospital, which was identified by Edward Graff as that of John Pervard Kelly; the deceased was about thirty years of age; there was a deep sloughing wound on the outer side of the left thigh, near the middle; the whole thigh was swollen and discolored; the leg was in like condition, in a state of gangrene; the tissues were indurated with broken-down blood and matter.

The original character of the wound could not be determined on account of the changes which had taken place. The man died from general exhaustion occasioned by the wound.

The deceased came to his death from violence, viz., a penetrating wound on the thigh.

The jury after a short deliberation, agreed upon the following verdict:—

"That the deceased, John Pervard, better known as John Kelly, came to his death, on June 26, from violence (a stab in the thigh) inflicted June 8, 1871, at a store No. 333 South Seventh street, by John Green."

THE MAYORALTY.

In our report of the proceedings of the Mayoralty Convention yesterday, the following letter from the Hon. John S. Morton was inadvertently omitted. Mr. Morton has a fine reputation as an honorable, high-minded gentleman, and if he had consented to run for this office would have made a most acceptable candidate. His letter of withdrawal is as follows:—

OFFICE WEST PHILADELPHIA PASSENGER RAILWAY COMPANY, PHILADELPHIA, June 28, 1871.

John C. Bullitt, Esq., President, etc.

My Dear Sir:—Through the partiality of friends my name may be brought before the convention to-day, in connection with the Mayoralty, in which event please do me the kindness to withdraw it, as engagements, if nominated, would prevent my acceptance. Trusting harmony may prevail, an unexceptionable candidate presented, and your choice confirmed by our fellow-citizens in October next,

I am, very truly yours,

JOHN S. MORTON.

RUNAWAY AND ACCIDENT.—This morning, about 9 o'clock, as Mr. M. A. Furbush was leaving his stable, in North, above Seventeenth street, his horse took fright and collided with an express wagon on Seventeenth, above North street. Mr. Furbush was thrown from his carriage and considerably bruised about the legs and arms. He was removed to the office of Dr. Toothaker, where his wounds were dressed by that gentlemen. The carriage of Mr. Furbush was completely demolished. The horse, after a brief liberty, was captured by Officer Murphy, of the Ninth Police district, the animal having run into Locke's grocery store, Seventeenth and Ceates streets.

The affair created considerable excitement in the neighborhood, as the children connected with the Francisville Primary School were assembling for school at the time of the runaway, and the parents of the little ones, hearing of the accident, repaired in numbers to the vicinity of the school-house. Fortunately, no other accident than those above-named occurred. A catalogue of accidents was prevented by the timely arrival of Officer Murphy, who by his coolness and bravery cornered and secured the horse.

THE HOME FOR AGED AND INFIRM COLORED FOLKS.—This afternoon the new Home for Aged and Colored Persons, at Belmont and Girard avenues, was dedicated with appropriate ceremonies. There were remarks by Dillwyn Parrish, Bishop Campbell, Henry M. Laing, Rev. Stephen Smith, Samuel R. Shipley, Eliza Greenfield, Judge Kelley, Lucretia Mott, and others. The Home was presented to the society, on behalf of its builders, by Rev. Stephen Smith, and received on behalf of the managers by Samuel R. Sharpley.

The Home has been in operation for several years at No. 340 South Front street, and now contains twenty-five aged women, the eldest said to be 110. The donation of the lot of ground for the new Home was made by Rev. Stephen Smith. He has furnished means to erect the present building, accommodating one hundred inmates or more. As there are many applicants for admission, the managers appeal to those who sympathize with the aged and worthy poor for funds to support and furnish the Home for occupation.

CAPE MAY.—Important changes in the number and running time of trains on the West Jersey Railroad, between Philadelphia and Cape May, are advertised to go into effect on Saturday, the 1st of July. The great regatta to take place on the 4th has already attracted many visitors, while the inducements offered by low fares and excursion tickets will give to all an opportunity of spending a pleasant day at the most delightful resort in this country, and witnessing one of the finest regattas that has ever taken place on our waters. The company sell an excursion ticket, good until Wednesday, the 5th of July, for $5, and will also run a special train on the 4th, leaving Philadelphia at 6 A. M., returning from the Cape at 5 P. M. Fare for the excursion, $2. Attention is called to the advertisement.

LIEUTENANT FLAHERTY.—The symptoms of Lieutenant Flaherty still continue to be favorable, though he was somewhat restless last night. It was thought that the night could be passed without the administration of morphia, and that medicine was dispensed with, but he was so restless and unable to sleep that a resort had at last to be made to that drug. He fell asleep, and this morning is as well as can be expected.

REPUBLICANS, TWENTY-NINTH WARD—The Republican Convention of the Twenty-ninth ward reconvened at ten o'clock this morning and nominated the following officers:—Select Council, Charles H. Harkness; Common Council, Samuel B. Yerkes; School Directors, John Eckstein, J. Harry Levis, and Lewis S. Wunder.

THEFT.—Early last evening the vestibule of the residence of S. Kingston McCay, No. 327 S. Eighteenth street, was entered, and a handsome ebony and walnut umbrella stand taken therefrom.

THE PRESBYTERIANS meet in Saunders College Grove, to receive the buildings and grounds for a hospital, on Saturday afternoon, at 4 o'clock. A great occasion.

HIGHWAY ROBBERY.—Mr. Robert Jarundel, living at No. 857 North Broad street, was attacked at Broad and Callowhill streets last night and robbed of a gold watch and chain.

FELL DEAD.—Edward Fizelle, living at No. 606 Siegel street, fell dead while passing Sixth and Washington streets this morning on his way to work.

DAMAGED.—A boat belonging to the Delaware Harbor Police was run into and damaged in the prow by a steamboat this morning while passing through the Smith's Island canal.

SET RIGHT.

An Important Correspondence Between the Mayor and President Laudenslager, of the P. F. D.

The following correspondence is self-explanatory:—

JUNE 26, 1871.—JACOB LAUDENSLAGER, Esq., President of Fire Commission.—Dear Sir:—This morning's *Press* has just been handed me. In it I find what is represented as the proceedings of a meeting of the commission held on Saturday afternoon, in which there seems to be a predetermined effort to make public sentiment favorable to the Paid Fire Department system at the expense of the Police Department, with very serious reflections upon the police affairs in general, and among other statements therein contained is one that I cannot conceive to be possible as emanating from yourself, in which you are made to say, "*I have seen the Mayor, and he told me that he issued orders, but they are not attended to properly*," evidently placed in the same report with the same animus that marks the rest.

I cannot realize this as actually occuring, after the repeated interviews you and I have had in relation to the new department, *and especially so, as no such remark was ever made*.

Why this is done I cannot tell. You are well aware that there has never been a complaint made to the department, whether to the Chief of Police or myself, since the present Fire Department was established, nor has there been any inquiry made by the commissioners, with a view of even investigating any omission of duty, other than a single one which happened a few days ago, in relation to the absence of instantaneous alarms by telegraph, which, when the interview ended, seemed (so far as the police were concerned) to be satisfactory, at least you gentlemen of the commission so expressed yourselves.

And I have to say that the reflection said to have been made by yourself upon the police is utterly irreconcilable with the expressions so kindly made as to them by yourself in all the interviews we have had together since the change in the fire system has been made.

I do not believe that any of the commissioners will deny the fact that, from the time the ordinance making the change in the Fire Department was signed down to the present moment, the greatest anxiety and interest in its success have been manifested by myself and the executive officers under me; and were there any cause of complaint against any of the force, I am sure it would have been but courteous to have communicated the fact some one time at least in our many interviews.

As this matter has now assumed the form of open charges against the officers of the police force (without, however, naming them, or designating, by number, who they are), I desire to institute an investigation immediately, and for this purpose will be obliged if you or any of the other commissioners will come in personally and assist in it, or furnish me the necessary data by which it shall be started.

Hoping to hear from you without delay,

I am, very respectfully,

DANIEL M. FOX, Mayor.

PHILADELPHIA, June 28, 1871.—Hon. D. M. FOX, Mayor—Dear Sir:—In reply to your note of the 26th instant, I desire to say that you have always expressed a most earnest desire for the success of the department, and assured me that you would render every effort to accomplish the object of the commission.

I further desire to say that, as regards yourself, there was no remark made by you as applicable to the police in relation to the Fire Department, namely, "that your orders were not properly obeyed," but I recollect in connection with the subject of a proclamation for the Fourth of July against the explosion of fireworks, you stated that the orders of the Mayor were not always obeyed. The remarks attributed to me as contained in the published proceedings of a late meeting of the Fire Commissioners were misconstrued and improperly stated.

As regards the communication in relation to the matter of the policemen and your desire for an investigation, I will have it laid before the board, at its next meeting, for action.

With respect, J. LAUDENSLAGER.

DEATH OF MR. WOODRUFF.—Mr. George Woodruff, a very noted man in everything relating to horses, whether of a professional or sporting character, died yesterday from being run over by a train of cars near Brighton, Mass. His remains are now on their way to this city, where the deceased had numberless friends and where he was very widely known. They will here receive the rites of burial.

Mr. Woodruff was said to be the oldest and best driver and trainer of trotting horses in the world. He was a brother of the better known Hiram Woodruff, who died a few years ago, whose reputation in the same line was world-wide, and who published a book which is still a standard authority on such subjects. George followed closely in the steps of his brother, and as an authority on horse affairs he was little inferior. He was actively interested in racing matters all over the country, and all owners of racing horses applied to him for advice. His place as a trainer cannot easily be filled.

CHAIRS OF THE CONTINENTAL CONGRESS.—This morning two of the original chairs of the members of the Congress of 1774, which, belonging as they did to the Colonial Legislature, were removed to the State Capitol, and spliced to serve the Sergeant-at-Arms, were brought to the Mayor's office. They were discovered by Colonel Etting, and at his request, for the purpose of contributing towards the restoration of Independence Hall to its original state, were sent on by order of Governor Geary. Two more of these chairs are known to exist, one in the possession of Colonel Etting, and the other in the keeping of the Philosophical Society, both of which it is hoped will be placed ere long in the hall.

CRICKET.—The return game, Young America vs. Germantown, will be played on the grounds of the latter club, beginning at 2·30 on Friday, to be continued on Saturday morning. This will close the cricketing season in this vicinity, and a fine game is looked for.

LEGAL INTELLIGENCE.

Prison Cases.

Court of Quarter Sessions—Allison, P. J.

A beggarly half-dozen prisoners graced the dock to-day, but the business of the Court was very light, as the equanimity of the dockites' minds was ruffled by the trials of only two of them, one of whom, John Williams, waived the services of the jury by owning up to a charge of stealing. The other subject of investigation was Tom Murray, the handsome and gallant thief, who, a few days since, was found to have boarded an ice cream saloon at No. 1002 Girard avenue, and was captured by the female commanders thereof. The complaint to-day was that on that occasion he had, hid away in his old clothes, a loaded pistol, which was found when he was overhauled. He was found guilty.

OBITUARY.

Lieutenant Hugh W. McKee.

This gallant young officer, whose death in the conflict with the Coreans is reported, was a native of Kentucky, and was a son of ex-Congressman McKee, of that State. He entered the Naval Academy on the 25th of September, 1861, and served with credit during the Rebellion, passing through the various grades. Not many months ago he was promoted to the rank of lieutenant. He was one of the most promising young men in the navy, and his death must be regarded as a serious loss to the service.

—Photography is now applied in medicine to the delineation of wounds and their changes during treatment. A splendid collection of this kind belongs to the Royal Medico-Chirurgical Society in London.

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